

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Proprietary Component Unit of the City of New Orleans)

Financial Statements and Supplemental Schedules

December 31, 2007 and 2006

(With Independent Auditors' Report Thereon)

Under provisions of state law, this report is a public document. A copy of the report has been submitted to the 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 7/16/08



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LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Proprietary Component Unit of the City of New Orleans)

Table of Contents

	Page
Independent Auditor's Report	1
Management's Discussion and Analysis	3 – 20
Financial Statements:	
Balance Sheets as of December 31, 2007 and 2006	21
Statements of Revenues, Expenses, and Changes in Net Assets for the years ended December 31, 2007 and 2006	23
Statements of Cash Flows for the years ended December 31, 2007 and 2006	24 – 25
Notes to Financial Statements	26 – 47
Supplemental Schedules:	
Schedule 1 – Supplemental Schedule of Investments for the year ended December 31, 2007	48 – 49
Schedule 2 – Supplemental Schedule of Operating Revenues and Expenses by Area of Activity for the year ended December 31, 2007	50
Schedule 3 – Supplemental Schedule of Historical Debt Service Coverage Ratio as Required Under the General Revenue Bond Trust Indenture dated February 16, 1993 for the year ended December 31, 2007	51



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Independent Auditors' Report

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

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 December 31, 2007 and for the year then ended, as listed in the foregoing table of contents. These financial statements are the responsibility of the Airport's management. Our responsibility is to express an opinion on these financial statements based on our audit. The financial statements of the Airport as of December 31, 2006, and for the year then ended, were audited by other auditors whose report dated December 14, 2007, expressed an unqualified opinion on those statements.

We conducted our audits 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. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. We were not engaged to perform an audit of the Airport's internal control over financial reporting. Our audit included consideration of internal control over financial reporting as a basis for designing 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 over financial reporting. Accordingly, we express no such opinion. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Louis Armstrong New Orleans International Airport as of December 31, 2007, and the changes in its financial position and its cash flows for the years then ended, in conformity with U.S. generally accepted accounting principles.

The Management Discussion and Analysis is not a required part of the basic financial statements, but is supplementary information required by U.S. generally accepted accounting principles. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit the information and express no opinion on it.

Our audits were conducted for the purpose of forming an opinion on the basic financial statements taken as a whole. Supplemental schedules listed in the foregoing table of contents are presented for purposes of additional analysis and are not a required part of the basic financial statements. The supplemental schedules 1 and 2 have been subjected to the auditing procedures applied in the audits of the basic financial statements and, in our opinion, are fairly stated in all material respects, in relation to the basic financial statements taken as a whole. Schedule 3 has not been subjected to the auditing procedures applied in the audit of the basic financial statements, and, accordingly, we express no opinion on it.

In accordance with *Government Auditing Standards*, we have also issued our report dated June 20, 2008, on our consideration of the Airport's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, and contracts and other matters. The purpose of that report is 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 internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be considered in assessing the results of our audit.

Postlethwaite + Nettowill

Metairie, Louisiana
June 20, 2008



LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Management's Discussion and Analysis

December 31, 2007 and 2006

(Unaudited)

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 years ended December 31, 2007 and 2006, with selected comparative information for the fiscal year ended December 31, 2005. The information presented here should be read in conjunction with the financial statements, footnotes, and supplementary information found in this report.

Overview of the Financial Statements

The Louis Armstrong New Orleans International Airport (the Airport) is structured as an enterprise fund. 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 capitalized and depreciated, except for land, over their useful lives. 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 and supplemental schedules of the Airport. This information taken collectively is designed to provide readers with an understanding of the Airport's finances.

The balance sheets present information on all of the Airport's assets and liabilities, with the difference between the two reported as net assets. Over time, increases or decreases in net assets may serve as a useful indicator of the Airport's financial position.

The statements of revenues, expenses, and changes in net assets present information showing how the Airport's net assets changed during the fiscal year. All changes in net assets 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 these statements 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, federal grants, and other revenues not related to the operations of the Airport are nonoperating 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 nonoperating expenses.

The statements 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 these statements. A reconciliation is a part of these statements to assist in the understanding of the difference between cash flows from operating activities and operating loss.

Financial Highlights

On August 29, 2005, parts of the Louisiana and Mississippi Gulf Coast area were devastated by Hurricane Katrina. The City of New Orleans was particularly impacted as well as the Airport. As a result of the hurricane, there has been a significant financial impact on the Airport as can be seen on the following financial statements. The Airport incurred only minor damages to property and equipment, however, the biggest financial impact to the Airport was a result of the lack of operations due to the complete shutdown of the Airport. Following the

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Management's Discussion and Analysis

December 31, 2007 and 2006

(Unaudited)

hurricane, the normal activities at the Airport were discontinued until September 13, 2005 and remained at a reduced level for the remaining three and a half months of the year ending December 31, 2005. In response to the issues faced by the Airport, the New Orleans Aviation Board (the Board) has taken the following actions:

1. The Katrina Emergency Response Team (KERT) was created to monitor the temporary and permanent repairs to Airport facilities. The rehabilitation program is currently estimated to cost approximately \$27.5 million and will be funded by proceeds from Federal Emergency Management Assistance (FEMA) grants, Federal Aviation Administration grants, and insurance proceeds. Permanent construction is anticipated to be completed by February 2009. The Airport incurred \$803,500 of Katrina-related expenses as of December 31, 2005. The majority of these expenses related to temporary housing, janitorial clean-up, food supplies, and electric utilities. As of December 31, 2005, FEMA had reimbursed the Airport for \$795,096 of the expenses incurred. In 2006, an additional \$84,664 was received from FEMA for operating expenses incurred in 2005. In 2006 FEMA also paid \$581,926 for damages to buildings and equipment. The total paid by FEMA is \$1,461,686. The Airport sustained minor damages to its capital assets and as a result did not have to apply the provisions of Governmental Accounting Standards Board No. 42, *Accounting and Financial Reporting for Impairment of Capital Assets and for Insurance Recoveries (GASB Statement No. 42)*. In 2005, Continental Casualty (CNA) paid the Airport \$500,000 of insurance proceeds which represent advances on business interruption claims and are included in operating revenues. The Airport also received a \$1,000,000 advance on the property damage from the CNA insurance coverage. In 2006, an additional \$7,124,589 was received from CNA based on initial cost estimates. During June 2007, CNA remitted \$2,365,813 for Katrina related damages. Two checks dated February 1, 2008, in the amounts of \$5,041,706 and \$958,294 were issued by CNA. The check for \$5,041,706 covers undisputed loss on building. The check for \$958,294 covers undisputed loss of business income and is included in operating revenue. On February 2, 2006, the Airport was struck by a tornado resulting in damages to several aircraft loading bridges, a portion of the Airport's roof and other damages for a damage estimate of \$982,000. To date, the Airport has received \$732,321 of insurance reimbursement related to the tornado.
2. In November 2005, the Board approved a financial plan which is intended to provide a roadmap for how the Airport will manage its financial operations during the recovery from the impact of Hurricane Katrina. It included cash flow projections based on certain growth scenarios related to expenses, debt obligations, passenger growth projections, and nonairline revenues. The plan discusses meeting its operating needs by utilizing available cash balances, federal borrowings and grants, possible debt restructuring, and a working capital credit facility. The Board was authorized to receive up to a maximum of \$28,000,000 from the FEMA Community Disaster Loan Program. On June 15, 2006, the Airport received an \$8,112,103 Community Disaster Loan (CDL) from FEMA with an interest rate of 2.93% for a period of 60 months. On August 25, 2006, the Airport received an additional \$2,187,816 CDL from FEMA with an interest rate of 3.06% for a period of 60 months. On October 4, 2006, the Airport received another \$582,722 CDL from FEMA with an interest rate of 2.93% for a period of 60 months. In addition, the Board received approval for participation in the Gulf Tax Credit Bonds Program (Go Zone Tax Credit Bonds) sponsored by the State of Louisiana in an amount not exceeding \$36,000,000. The Airport was approved for \$35,371,990 for an interest free period of 60 months. On August 1, 2006, Hancock Bank as escrow trustee for the State of Louisiana with respect to its Go Zone Tax Credit Bonds Program transferred to the Trustee the amount of

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Management's Discussion and Analysis

December 31, 2007 and 2006

(Unaudited)

\$10,242,550 to be used to pay the August 2, 2006 debt service on the Bonds and related interest rate swap payments. The Hancock Bank transferred an additional \$20,985,083 in debt service between August 2006 and December 2007 which increased the total loan to \$31,227,633 as of December 31, 2007. The Trustee continues to be responsible for making all debt service payments on the bonds. The Hancock Bank will continue to make the appropriate debt service transfers to the Trustee until the balance of the approval is reached, which will be in July 2008. In August 2007, the Airport resumed transferring to the Trustee the principal portion of the debt service for the 1993B, 1993C, 1995A, and 1997A Refunding Bonds. In October 2007, the Airport resumed transferring to the Trustee the principal portion of the debt service for the 1997B-2 Revenue Bonds. The interest portion of the debt service will continue to be transferred by Hancock Bank to the Trustee. The financial recovery plan will be updated periodically.

3. The Airport was in the process of negotiating a new Commercial Airline Lease with the Airline Transportation Companies as the current lease had expired on December 31, 2004. The fees charged to the Airline Transportation Companies for the period January 1, 2005 to June 30, 2005 were consistent with those of the expired Commercial Airline Lease. In July and August 2005, the draft lease agreement rates were implemented, while lease negotiations continued. Due to the drastic decrease in activity at the Airport, no fees were charged to the air carriers for the month of September 2005. In the aftermath of Hurricane Katrina, the Board determined that it was no longer feasible to continue to operate the Airport pursuant to the terms of the expired Commercial Airline Lease due to the reduced flight operations and enplanements. After consultation with the air transportation companies operating at the Airport, the Board approved the Rate Resolution, which established a flat rate per enplaned passenger and a set landing fee per 1,000 pounds of gross maximum landed weight. The Board and the airline transportation companies determined that the level of rates, fees, and charges established by the resolution, while not initially self-sustaining, were deemed to be the highest that could be imposed under the present conditions to assure the continuation of air service for the region. The rates are subject to modifications as the conditions improve in the operations of the airlines. As of March 2008, lease negotiations resumed between the Airport and the airlines. The anticipated implementation date for the new lease is January 1, 2009. Pre-Katrina, the Airport had 162 daily departures to 42 cities with 20,676 average daily seats. As of December 2006, the service level was 110 daily departures to 31 cities with 12,962 average daily seats. In order to encourage additional air service, the Board has instituted an incentive plan that became effective January 1, 2007. As of December 2007, the service level was 132 daily departures to 37 cities with 15,440 average daily seats. As of June 2008, the service level was 134 daily departures to 38 cities with 15,724 average daily seats.

The Rate Resolution was approved by the Board and the Airline Transportation Companies and became effective October 1, 2005, which set rates at \$8.00 per enplaned passenger and a landing fee of \$1.07 per 1,000 pounds of gross maximum landed weight. As a result of the reduced operating revenues, the Airport determined that it would be unable to meet the debt service coverage ratio of 125% as required under the bond indenture for the Refunding and Revenue Bonds. As a result, the Board adopted the Rollover Coverage Resolution as an amendment to the Rate Resolution, which allows the Airport to include a specific amount of rollover coverage as revenues in the calculation of the debt service coverage ratio for each of the three fiscal years ending December 31, 2005, 2006, and 2007. In November 2007, the Board approved the implementation of Rollover Coverage for Fiscal Year 2008. The bond indenture allows for

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Management's Discussion and Analysis

December 31, 2007 and 2006

(Unaudited)

rollover coverage to be included in the covenant calculation in accordance with the Commercial Airline Lease. The bond indenture defines the Commercial Airline Lease as the previously existing lease that expired on December 31, 2004 or "in the event there is at any time no such lease in existence than it shall include the resolution or other proceedings adopted by the Board prescribing the effective rates and charges for the services, commodities and facilities of the Airport System." The Airport's calculation of the Historical Debt Service Coverage Ratio, as presented in the Supplemental Schedule III to the financial statements, is 185% for the year ended December 31, 2007. 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.

4. The Board instituted a major cost reduction plan that included a lay off of approximately 50% of the employees. In addition, other costs are being monitored to insure they are reasonable and necessary.
- The assets of the Airport exceeded its liabilities at December 31, 2007 and 2006 by \$324,111,229 and \$321,479,176, respectively. Of these amounts, \$34,098,973 and \$34,070,964 may be used to meet the Airport's ongoing obligations to its passengers, tenants, and creditors.
 - The Airport's increase in net assets was \$2,632,053 (1%) for fiscal year 2007 and a decrease of \$8,312,018 (3%) for fiscal year 2006. The increase in 2007 was due to an increase in capital contributions received from the federal government to finance the cost of construction of airport facilities. In 2007, the Airport received \$8,740,231 and in 2006 received \$6,042,248 of capital contributions from the federal government.
 - The Airport's total debt increased by \$21,062,894 (9%) during the current fiscal year. The key factors in this increase were the addition of \$88,370,000 to the Revenue Refunding Bonds, Series 2007, and to the GO Zone Tax Credit Bonds for \$17,976,661, which were offset by the payment of principal in the amount of \$87,155,389 of the Refunding Bonds, Series 1993B-C, 1995A, and 1997A; 1997B Revenue Bonds; 1999 Revenue Refunding Bonds; and the Drawdown Bond Facility.
 - Operating revenues increased by \$6,413,442 (12%) over the prior year due primarily to the increase in air carrier operations, and passenger activity. This increase occurred particularly in the area of terminal building revenue which increased by \$5,658,805 (13%) primarily in the area of airline terminal building rentals in the amount of \$5,418,480 (22%). The increase in airline terminal rental revenue was a result of the increase in enplaned passengers of 656,473 over the prior year. Non airline revenue increased by \$1,437,020 (7%), due primarily to proceeds received from business interruption insurance in the amount of \$958,294.
 - Operating expenses before depreciation and amortization increased by \$4,354,590 (12%) over the prior year, which were due primarily to increased security costs of \$2,098,399, costs in the Capital Improvement Fund that were expenses in the amount of \$1,559,896, increased janitorial costs of \$874,003, increased utilities costs of \$409,878, increased shuttle services of \$476,444. These increases were offset by decreases in a variety of other expense categories.
 - Capital contributions increased \$2,697,983 (45%) this fiscal year due to the increase in construction projects funded by federal grants.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Management's Discussion and Analysis

December 31, 2007 and 2006

(Unaudited)

Financial Position

Total assets increased by \$18,991,724 (3%) this year due primarily to an increase in current unrestricted assets. Current unrestricted assets increased by \$21,826,775 (31%), due to the Go Zone Tax Credit Bonds for \$17,976,661, which was used to pay debt, and Restricted Assets increased by the net of the Revenue Refunding Bonds, Series 2007 for \$10,000,000.

Current liabilities are lower this fiscal year by \$3,563,223 (11%). In 2006, the Airport had insurance proceeds of \$5,528,305, for capital expenditures that were not spent that year. In 2007, all insurance proceeds received were spent. This decrease was offset by increases in Accounts Payable and Capital Projects Payable of \$636,502, and in Due to the City of New Orleans of \$675,079. Total noncurrent liabilities have increased by \$19,922,894 (9%) due to the Revenue Refunding Bonds, Series 2007, and the Go Zone Tax Credit Bonds. This increase is offset by principal payments on the existing outstanding bonds in the amount of \$87,155,389.

The largest portion of the Airport's net assets, \$212,312,502 (66%) for 2007 and \$215,121,913 (67%) for 2006, represents its investment in capital assets (e.g., land, buildings, machinery, and equipment), less any related outstanding debt used to acquire those assets. 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 themselves cannot be used to liquidate these liabilities.

An additional portion of the Airport's net assets, \$73,661,456 (23%) for 2007 and \$72,286,299 (23%) for 2006, represents resources that are subject to restrictions from contributors, bond resolutions, and state and federal regulations on how they may be used. The remaining balance of unrestricted net assets, \$38,137,271 (11%) for 2007 and \$34,070,964 (10%) for 2006, may be used to meet the Airport's ongoing obligations.

At the end of the current and previous fiscal year, the Airport reported positive balances in all three categories of net assets.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Management's Discussion and Analysis

December 31, 2007 and 2006

(Unaudited)

Summary of Net Assets (in thousands)

	<u>2007</u>	<u>2006</u>	<u>2005</u>
Assets:			
Current and other assets	\$ 186,904	\$ 149,717	\$ 115,997
Net capital assets	<u>396,049</u>	<u>414,245</u>	<u>436,369</u>
Total assets	<u>\$ 582,953</u>	<u>\$ 563,962</u>	<u>\$ 552,366</u>
Liabilities:			
Current liabilities	\$ 28,544	\$ 32,107	\$ 27,424
Long-term liabilities	<u>230,298</u>	<u>210,375</u>	<u>195,151</u>
Total liabilities	<u>\$ 258,842</u>	<u>\$ 242,482</u>	<u>\$ 222,575</u>
Net assets:			
Invested in capital assets, net of debt	\$ 212,313	\$ 215,122	\$ 236,180
Restricted	73,661	72,286	64,831
Unrestricted	<u>38,137</u>	<u>34,071</u>	<u>28,780</u>
Total net assets	<u>\$ 324,111</u>	<u>\$ 321,479</u>	<u>\$ 329,791</u>

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Management's Discussion and Analysis

December 31, 2007 and 2006

(Unaudited)

Airlines Rates and Charges

The Airport had negotiated and executed an Airline Operating Agreement and Terminal Building Lease in effect with the airlines known collectively as the Signatory Airlines. This agreement established the rates and charges methodology for the Signatory Airlines and their affiliates each year. This agreement remained in effect until December 30, 2004. The Airport was in lease negotiations with the airlines during 2005 and had agreed in principle to the terms of the new lease. The rates for the first six months of 2005 were carried over from 2004. In July and August 2005, the draft lease agreement rates were implemented, while lease negotiations continued. Due to Hurricane Katrina, no fees were charged to the air carriers for the month of September 2005. The Board, with the agreement of the air carriers, implemented the Rate Resolution in October 2005 by charging \$8.00 per enplaned passenger and a landing fee of \$1.07 per 1,000 pounds of gross maximum landed weight. Landing fees for nonscheduled airlines are assessed 115% of the signatory rates in addition to a \$0.04 per gallon fuel flowage fee.

	<u>2007</u>	<u>2006</u>	<u>10/05-12/05</u>	<u>7/05-8/05</u>	<u>1/05-6/05</u>
Signatory Airlines rates and charges:					
Main terminal average square foot rate	\$ -	\$ -	\$ -	\$ 120.91	\$ 61.71
Concourses A and B average square foot rate	-	-	-	-	45.22
Concourses C and D average square foot rate	-	-	-	-	65.31
Rate Resolution (per enplaned passenger)	8.00	8.00	8.00	-	-
Landing fee-per 1,000 lbs. unit	1.07	1.07	1.07	1.07	3.61

September 2005 fees were suspended in the aftermath of Hurricane Katrina.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Management's Discussion and Analysis

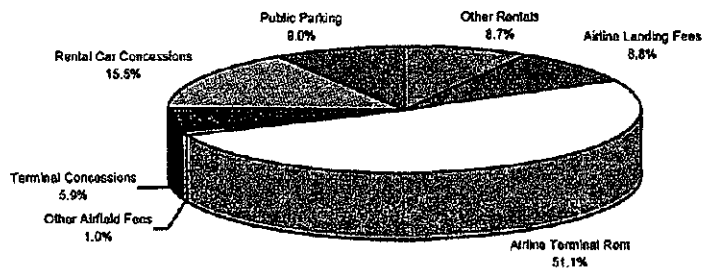
December 31, 2007 and 2006

(Unaudited)

Revenues

The following chart shows major sources and the percentage of operating revenues for the year ended December 31, 2007.

Operating Revenue



Operating Revenues by Major Source (in thousands)

	<u>2007</u>	<u>2006</u>	<u>2005</u>
Passenger and cargo airlines:			
Airline landing fee payments	\$ 5,159	\$ 4,406	\$ 14,905
Airline terminal rental payments	29,994	24,717	18,095
Ground rents	62	74	70
Other rentals and fees	<u>527</u>	<u>610</u>	<u>723</u>
Total passenger and cargo airlines	<u>35,742</u>	<u>29,807</u>	<u>33,793</u>
Non airline rentals:			
Concessions-terminal	3,470	3,666	3,962
Concessions-car rentals	9,102	9,261	7,924
Public parking	5,331	5,081	3,331
Other rentals and fees	4,121	3,538	3,916
Business interruption insurance income	<u>958</u>	<u>-</u>	<u>500</u>
Total nonairline rentals	<u>22,982</u>	<u>21,546</u>	<u>19,633</u>
Total operating revenues	<u>\$ 58,724</u>	<u>\$ 51,353</u>	<u>\$ 53,426</u>

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Management's Discussion and Analysis

December 31, 2007 and 2006

(Unaudited)

2007 vs. 2006

The Rate Resolution implemented in 2005 remains in effect. Total air carrier revenue for 2007 increased by \$5,934,716 (20%) over 2006 due to increased airline operations and passenger activity. The landing fees increased \$752,731 (17%) and airline terminal rentals increased by \$5,276,915 (21%). The increase in airline terminal rental revenue was a result of the increase in enplaned passengers of 656,473 over the prior year. Nonairline revenue increased by \$1,437,090 (7%), due primarily to proceeds received from business interruption insurance in the amount of \$958,294.

2006 vs. 2005

The Rate Resolution implemented in 2005 remains in effect. Total air carrier revenue for 2006 decreased by \$3,985,341 (12%) over 2005 due to the fact that the new lower landing fee rates were in effect for the entire year. The landing fees decreased \$10,498,608 (70%) and were offset by increases in airline terminal rentals of \$6,621,753 (37%). The increase in airline terminal rental revenue was a result of the implementation of the \$8.00 per enplaned passenger fee adopted in the Rates by Resolution as opposed to the cost per square foot of rental space charged under the previous airline lease. Nonairline revenue increased \$1,911,947 (10%) primarily as a result of the parking revenues which were up \$1,749,018 (52%), and car rentals which increased \$1,336,451 (17%) and were offset by a decrease in various categories.

Cost per enplaned passenger is a measure used by the airline industry to reflect the costs an airline pays to operate at an airport based upon the number of enplaned passengers for that airport. The cost per enplaned passenger increased from \$8.46 in 2005 to \$9.37 in 2006 and decreased to \$9.34 in 2007.

	<u>2007</u>		<u>2006</u>		<u>2005</u>
Cost per enplaned passenger:					
Airline revenues (in thousands)	\$ 35,153	\$	29,123	\$	33,000
Enplaned passengers (in thousands)	3,765		3,108		3,904
Cost per enplaned passenger	9.34		9.37		8.46

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Management's Discussion and Analysis

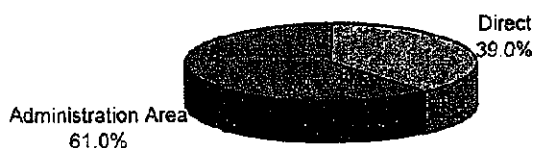
December 31, 2007 and 2006

(Unaudited)

Expenses

The following chart shows major expense categories and the percentage of operating expenses for the year ended December 31, 2007.

Operating Expenses (Excluding Depreciation)



Operating Expenses before Depreciation (in thousands)

	<u>2007</u>	<u>2006</u>	<u>2005</u>
Direct (airfield, terminal building and area, hangars, leased sites, heliport)	\$ 16,154	\$ 14,691	\$ 17,282
Administration Area	<u>25,593</u>	<u>22,701</u>	<u>30,239</u>
	<u>\$ 41,747</u>	<u>\$ 37,392</u>	<u>\$ 47,521</u>

2007 vs. 2006

The operating expenses before depreciation increased by \$4,354,590 (12%) over the prior year, due primarily to increased security costs of \$2,098,399, costs in the Capital Improvement Fund that were expensed in the amount of \$1,559,896, increased janitorial costs of \$874,003, increased utilities costs of \$409,878, increased shuttle services of \$476,444. These increases were offset by decreases in a variety of other expense categories.

2006 vs. 2005

The operating expenses before depreciation decreased by \$10,128,955 (21%) over the prior year due primarily to the decrease in the CIP costs that were determined to be expenses in 2005 in the amount of \$7,719,878. In addition, salaries and fringe benefits decreased by \$3,595,844 (35%) due to the layoff of the employees in the aftermath of Hurricane Katrina.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Management's Discussion and Analysis

December 31, 2007 and 2006

(Unaudited)

Nonoperating Revenues, Net

2007 vs. 2006

Nonoperating revenues, net consists primarily of passenger facility charge (PFC) revenue, investment income, FAA grant revenue, and interest expense. PFC revenue increased 15% from \$13,598,301 in 2006 to \$15,598,476 in 2007. Investment income increased by 36% from \$4,739,600 in 2006 compared to \$6,448,430 in 2007 due to an increase in investments and favorable interest rates. FAA grant revenue increased 45% from \$6,042,248 in 2006 to \$8,740,231 in 2007 due primarily to the grant revenue for the Security Operations Center Project 1542. Interest expense and bond costs decreased 5% from \$14,406,036 in 2006 to \$13,686,783 in 2007 as a result of lower financing costs and interest expense, primarily on the 2004A Drawdown Bond Facility, which was paid off by the 2007 Refunding Bonds at a lower interest rate.

2006 vs. 2005

Nonoperating revenues, net consists primarily of passenger facility charge (PFC) revenue, investment income, FAA grant revenue, and interest expense. PFC revenue decreased 10% from \$15,069,767 in 2005 to \$13,598,301 in 2006 in the aftermath of Hurricane Katrina. Investment income increased by 81% from \$2,615,301 in 2005 compared to \$4,739,600 in 2006 due to an increase in investments and favorable interest rates. FAA grant revenue decreased 76% from \$25,090,350 in 2005 to \$6,042,248 in 2006 due primarily to the completion of the Rehabilitation of Runway 10/28 project. Interest expense and bond costs increased 14% from \$12,681,302 in 2005 to \$14,406,036 in 2006 as a result of increased financing costs and interest expense primarily on the 2004A Drawdown Bond Facility.

Total Revenues and Expenses (in thousands)

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

	<u>2007</u>	<u>2006</u>	<u>2005</u>
Total operating revenues	\$ 58,724	\$ 51,353	\$ 53,426
Total nonoperating revenues	22,048	18,338	17,685
Total revenues	<u>\$ 80,772</u>	<u>\$ 69,691</u>	<u>\$ 71,111</u>
Total operating expenses	\$ 72,363	\$ 68,298	\$ 75,939
Total nonoperating expenses	14,517	15,747	15,276
Total expenses	<u>\$ 86,880</u>	<u>\$ 84,045</u>	<u>\$ 91,215</u>

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Management's Discussion and Analysis

December 31, 2007 and 2006

(Unaudited)

Summary of Changes in Net Assets (in thousands)

	<u>2007</u>	<u>2006</u>	<u>2005</u>
Summary of changes in net assets:			
Operating revenues	\$ 58,724	\$ 51,353	\$ 53,426
Operating expenses	<u>41,746</u>	<u>37,392</u>	<u>47,521</u>
Operating income before depreciation and amortization	<u>16,978</u>	<u>13,961</u>	<u>5,905</u>
Depreciation and amortization	<u>30,616</u>	<u>30,906</u>	<u>28,418</u>
Operating loss	<u>(13,638)</u>	<u>(16,945)</u>	<u>(22,513)</u>
Nonoperating revenues, net	<u>7,530</u>	<u>2,591</u>	<u>2,409</u>
Loss before capital contributions and transfers	<u>(6,108)</u>	<u>(14,354)</u>	<u>(20,104)</u>
Capital contributions	<u>8,740</u>	<u>6,042</u>	<u>25,090</u>
Change in net assets	<u>\$ 2,632</u>	<u>\$ (8,312)</u>	<u>\$ 4,986</u>

Operating income before depreciation and amortization increased \$3,017,146 or (22%) over last fiscal year. Depreciation and amortization expense decreased \$290,203 (1%). Capital contributions increased by \$2,697,983 (45%) due primarily to the grant revenue for Hurricane Katrina Rehab project and Security Operations Center 1542 project. Capital Contributions are composed of federal grants, which are being received to fund construction and reconstruction of runways and roads at the Airport, and for the Sound Insulation Program.

Capital Assets

The Airport's investment in capital assets can be noted in the following table. The total increase for this fiscal year was 2% before accumulated depreciation and amortization. Major capital asset events occurring this fiscal year include the following:

- Land Improvements/Other Buildings decreased due to the retirement of the Taca Hangar for \$694,051, Terminal Improvements for \$179,512 and Airborne Roof Insurance adjustment for \$112,811. These decreases were offset by the purchase of the Post Office Building for \$200,000.
- Terminal Buildings and Furnishings increased as a result of the completion costs of the Terminal HVAC for \$1,896,098, Denver Jet Bridges for \$931,757, Terminal Improvements Electrical for \$110,518, and Food and Beverage Infrastructure for \$222,698.
- Construction in Progress increased due to the Security Operations Center for \$11,346,121, Terminal Exterior Improvements for \$475,775, Terminal Interior Improvements for \$422,487, Strategic Development Plan for \$315,127, Aircraft Loading Bridges for \$104,473, and the Aircraft Rescue Fire Fighting (ARFF) for \$265,255. These increases were offset by the completion of various projects.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Management's Discussion and Analysis

December 31, 2007 and 2006

(Unaudited)

- More detailed information on capital assets can be found in note 4 of the accompanying financial statements.

Net Capital Assets (in thousands)

	<u>2007</u>	<u>2006</u>	<u>2005</u>
Land	\$ 84,325	\$ 84,252	\$ 89,501
Air rights	18,503	18,495	12,289
Land improvements	321,148	321,934	319,911
Buildings and furnishings	294,338	290,797	291,497
Equipment	6,492	6,353	6,268
Utilities	7,786	7,786	7,786
Heliport	3,067	3,067	3,067
Construction in process	27,653	18,744	12,683
Total capital assets	763,312	751,428	743,002
Less accumulated depreciation and amortization	<u>367,263</u>	<u>337,183</u>	<u>306,634</u>
Net capital assets	<u>\$ 396,049</u>	<u>\$ 414,245</u>	<u>\$ 436,368</u>

Debt Activity

At the end of the current fiscal year, the Airport had total debt outstanding of \$243,268,266. The majority of the Airport's debt represents bonds secured solely by operating revenue. The remainder represents bonds payable from PFC Revenue.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Management's Discussion and Analysis

December 31, 2007 and 2006

(Unaudited)

Outstanding Debt (in thousands)

	<u>2007</u>		<u>2006</u>		<u>2005</u>
Bonds:					
Refunding Bonds 1993B – C, 1995 and 1997A	\$ 112,760	\$	122,840	\$	132,440
Revenue Bonds 1997B	11,585		11,855		12,110
Revenue Refunding Bonds 1999 (PFC)	-		27,220		28,625
Revenue Refunding Bonds 2007 (PFC)	88,370		-		-
Drawdown Bond Facility 2004A	-		49,585		48,228
Unamortized bond discount	(47)		(414)		(446)
Unamortized loss on advanced refunding	(12,787)		(13,172)		(14,546)
Unamortized bond premium	798		-		-
Loans payable:					
FEMA	10,883		10,883		-
Go Zone Tax Credit Bonds	31,227		13,251		-
Interest payable:					
FEMA	479		157		-
	<u>\$ 243,268</u>	\$	<u>222,205</u>	\$	<u>206,411</u>

The Airport's total debt increased \$21,062,894 (9%) during the current fiscal year due to the Go Zone Tax Credit Bonds for \$17,976,661 and the Revenue Refunding Bonds, Series 2007 for \$88,370,000. The total was decreased by the maturity of \$87,155,389 of principal payments netted against the amortization of a bond discount, premium and loss on advance refunding of \$1,550,138.

More detailed information on long-term debt can be found in note 5 of the accompanying financial statements.

Debt Service Coverage

Airport revenue bond covenants require that revenues available to pay debt service, as defined in the bond resolution, are 125% or greater than the debt service on the airport Refunding Bonds Series 1993B, 1993C, 1995A, and 1997A and the Revenue Bonds Series 1997B-1 and 1997B-2. The bond resolution for the Revenue Refunding Bonds Series 1999A-1 and 1999A-2, PFC Projects had a remaining ratio requirement of 105% or greater obtained by dividing the available amount by the cumulative debt amount. Coverage ratios for the past three years are shown in the following table.

The Board approved the Rate Resolution in November 2005, which significantly reduced the fees charged to the air transportation companies. As a result of the drastic reductions in flight operations and enplanements resulting from Hurricane Katrina, it was not feasible to continue to operate the Airport pursuant to a residual financial agreement. As a result of the reduced operating revenues, the Airport would not be able to meet the debt service coverage ratio of 125% as required under the General Revenue Bond Trust Indenture. In November 2006, the

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Management's Discussion and Analysis

December 31, 2007 and 2006

(Unaudited)

Board approved the Rollover Coverage Resolution, which provides for \$9,000,000 of coverage in 2005, \$15,000,000 in 2006, and \$13,000,000 in 2007. These amounts were determined by the Board through review of the actual 2005 covenant calculation and projected 2006 and 2007 covenant calculations in order for the Airport to specifically comply with the 125% debt service covenant in each of the three years. On November 30, 2006, the Airport completed three wire transfers, in accordance with the Rollover Coverage Resolution, in the amounts of \$9,000,000, \$15,000,000, and \$13,000,000 from the Airport Operating Account Fund into the Bank of New York (Trustee) 2005, 2006, and 2007 Rollover Accounts. The 2005 and 2006 funds were required to remain in the respective accounts for one business day and then were wired back to the Airport Operating Fund to be used to pay operation and maintenance expenses of the Airport. During 2007, the \$13,000,000 Rollover Coverage was wired back to the Airport Operating Fund to be used to pay operation and maintenance expenses of the Airport. On November 9, 2007, the Board approved the implementation of Rollover Coverage for Fiscal Year 2008 in the amount of \$7,000,000. The funds were wire transferred to the Trustee in December 2007 and transferred to the Airport Operating Account in 2008. As a result of the rollover coverage, the Airport is in compliance with the debt service coverage ratio at December 31, 2007.

	2007	2006	2005
Refunding Bonds and Revenue Bonds	185%	176%	129%
Revenue Refunding Bonds	115	107	124

Airport Activities and Highlights

Passenger totals for 2007 increased by 1,307,114 (21%) over 2006 due to an increase in air carrier operations and passenger activity. Since the Airport resumed air service in September 2005, air carrier operations have continued to increase as flights and destinations have been added. Prior to Hurricane Katrina the Airport had 162 daily flights to 42 cities with 20,676 average daily seats. On December 31, 2005, the Airport had 56 flights to 21 cities with 6,769 average daily seats. By December 31, 2006, the Airport had 110 flights to 31 cities with 12,962 average daily seats. As of December 2007, the Airport has 132 flights to 37 cities with 15,440 average daily seats. As of June 2008, the Airport had 134 daily departures to 38 cities with 15,724 average daily seats. The aircraft landed weight decreased by 22% in 2005, decreased by 26% in 2006, and increased by 20% in 2007.

The Airport is continuing a program to rehabilitate aging infrastructure to meet current demands. Work has been completed on the Rehabilitation of Runway 10/28 project, and is ongoing on the Security Operations Center. In addition, the Airport is in the implementing stage on two projects: Aircraft Loading Bridges and Terminal Improvements.

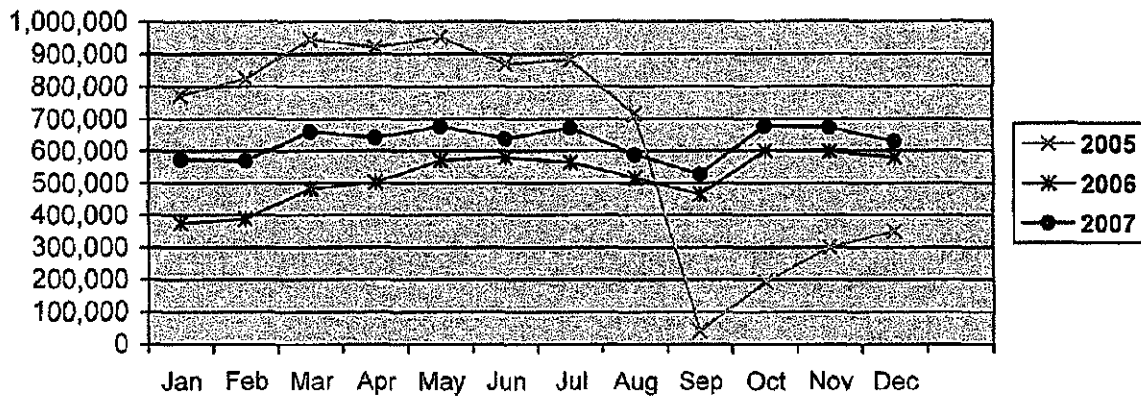
LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
 (A Component Unit of the City of New Orleans)

Management's Discussion and Analysis

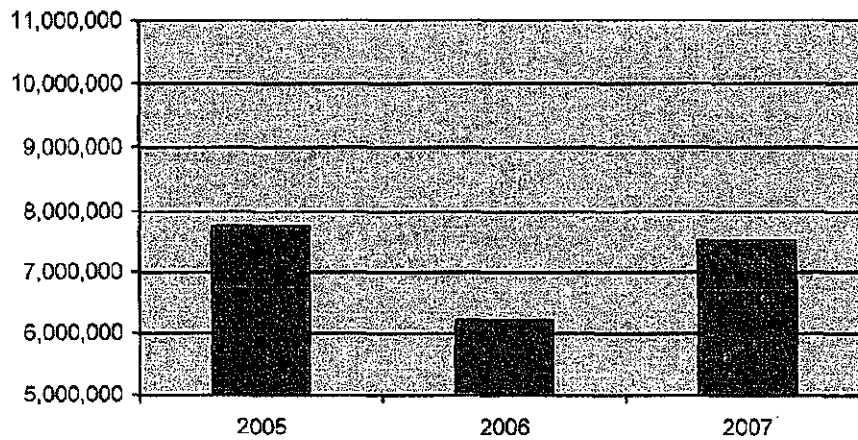
December 31, 2007 and 2006

(Unaudited)

Total Passengers



Total Passengers



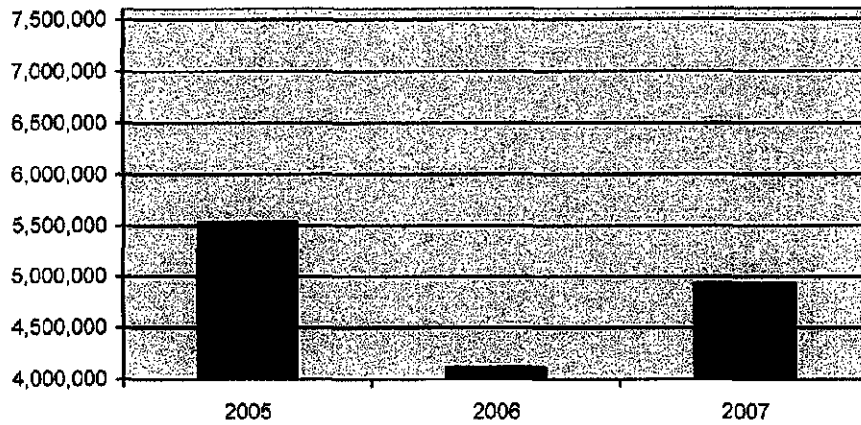
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(A Component Unit of the City of New Orleans)

Management's Discussion and Analysis

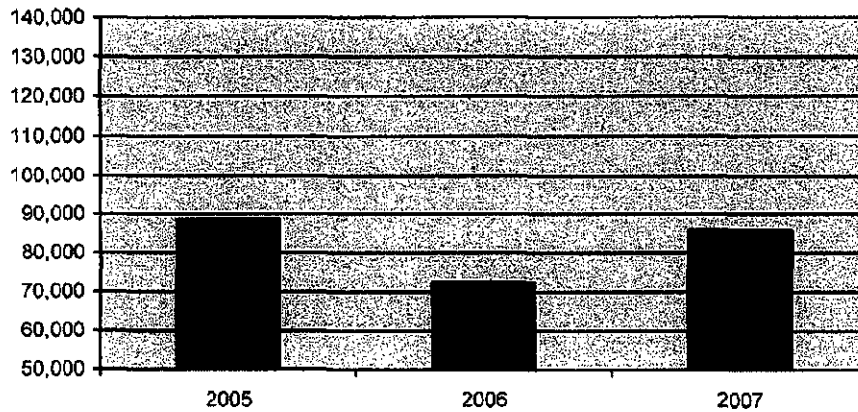
December 31, 2007 and 2006

(Unaudited)

Landed Weight



Passenger Flight Operations



LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Management's Discussion and Analysis

December 31, 2007 and 2006

(Unaudited)

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

<u>Fiscal year</u>	<u>Total passengers</u>	<u>Aircraft landed weight (1,000 pound units)</u>	<u>Air carrier operations</u>
2005	7,775,147	5,531,834	88,628
2006	6,218,419	4,117,683	72,338
2007	7,525,533	4,936,391	85,885

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 Deputy Director of Finance and Administration, Louis Armstrong New Orleans International Airport, Post Office Box 20007, New Orleans, Louisiana 70141.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Balance Sheets

December 31, 2007 and 2006

Assets	<u>2007</u>	<u>2006</u>
Current assets:		
Unrestricted assets:		
Cash (note 2)	\$ 6,548,070	\$ 3,198,737
Accounts receivable, less allowance for doubtful accounts of \$1,840,941 (\$4,894,433 in 2006)	9,792,664	9,099,474
Investments (note 2)	69,966,406	56,227,550
Interest receivable	306,403	275,497
Insurance proceeds receivable	4,038,298	-
Inventory of materials and supplies	100,361	80,740
Prepaid expenses and deposits	2,222,103	596,443
Due from City of New Orleans	-	1,669,089
Total unrestricted assets	<u>92,974,305</u>	<u>71,147,530</u>
Restricted assets (notes 2, 3, and 5):		
Cash	285,666	275,174
Investments	15,080,611	11,233,997
Passenger facility charges receivable	1,749,443	2,055,365
Capital grant receivable	375,877	709,671
Total restricted assets	<u>17,491,597</u>	<u>14,274,207</u>
Total current assets	<u>110,465,902</u>	<u>85,421,737</u>
Noncurrent assets:		
Long-term investments (note 2):		
Investments, unrestricted	-	158,837
Investments, restricted	70,861,980	61,196,913
Total long-term investments	<u>70,861,980</u>	<u>61,355,750</u>
Capital assets (note 4):		
Capital assets not being depreciated	111,977,561	102,996,077
Capital assets being depreciated	651,333,976	648,431,834
Less accumulated depreciation	<u>(367,262,913)</u>	<u>(337,183,213)</u>
Total capital assets, net	<u>396,048,624</u>	<u>414,244,698</u>
Prepaid insurance on revenue bonds, less accumulated amortization of \$931,429 (\$977,114 in 2006)	2,808,987	868,745
Deferred cost of bond issuance, less accumulated amortization of \$1,761,733 (\$1,866,867 in 2006)	<u>2,767,899</u>	<u>2,070,738</u>
Total noncurrent assets	<u>472,487,490</u>	<u>478,539,931</u>
Total assets	<u>\$ 582,953,392</u>	<u>\$ 563,961,668</u>

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Balance Sheets

December 31, 2007 and 2006

Liabilities and Net Assets	<u>2007</u>	<u>2006</u>
Current liabilities:		
Payable from unrestricted assets:		
Accounts payable	\$ 4,570,570	\$ 6,134,746
Due to City of New Orleans	3,584,038	2,908,959
Accrued salaries and other compensation	2,025,956	2,111,104
Capital projects payable	<u>871,736</u>	<u>1,149,799</u>
Total current liabilities (payable from unrestricted assets)	<u>11,052,300</u>	<u>12,304,608</u>
Payable from restricted assets:		
Accounts payable	555,795	-
Accrued bond interest payable	863,932	1,265,283
Bonds payable, current portion (note 5)	12,970,000	11,830,000
Capital projects payable	3,101,870	1,178,924
Accrued expenses	<u>-</u>	<u>5,528,305</u>
Total current liabilities (payable from restricted assets)	<u>17,491,597</u>	<u>19,802,512</u>
Total current liabilities	<u>28,543,897</u>	<u>32,107,120</u>
Noncurrent liabilities:		
Bonds payable, less current portion, unamortized loss on advance refunding and unamortized discount (note 5)	187,709,327	186,084,578
Loans payable	42,110,274	24,133,613
Loan interest payable	<u>478,665</u>	<u>157,181</u>
Total noncurrent liabilities	<u>230,298,266</u>	<u>210,375,372</u>
Total liabilities	<u>258,842,163</u>	<u>242,482,492</u>
Net assets:		
Invested in capital assets, net of related debt	212,312,502	215,121,913
Restricted for:		
Debt service	15,205,537	10,006,177
Capital acquisition	42,803,356	41,010,194
Operating reserve	15,652,563	21,269,928
Unrestricted	<u>38,137,271</u>	<u>34,070,964</u>
Total net assets	<u>324,111,229</u>	<u>321,479,176</u>
Total liabilities and net assets	<u>\$ 582,953,392</u>	<u>\$ 563,961,668</u>

See accompanying notes to financial statements.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Statements of Revenues, Expenses, and Changes in Net Assets

Years ended December 31, 2007 and 2006

	<u>2007</u>	<u>2006</u>
Operating revenues (note 8):		
Landing and airfield fees	\$ 6,081,862	\$ 5,310,633
Terminal building	49,548,461	43,889,655
Ground transportation and other areas	2,135,833	2,152,426
Recoveries from business interruption insurance	958,294	-
Total operating revenues	<u>58,724,450</u>	<u>51,352,714</u>
Operating expenses:		
Direct	16,153,566	14,698,302
Depreciation	30,615,805	30,906,008
Administrative	25,593,274	22,701,535
Hurricane Katrina expense (net)	-	(7,587)
Total operating expenses	<u>72,362,645</u>	<u>68,298,258</u>
Operating loss	<u>(13,638,195)</u>	<u>(16,945,544)</u>
Nonoperating revenues (expenses):		
Investment income	6,448,430	4,739,600
Interest expense	(13,686,783)	(14,406,036)
Passenger facility charges	15,598,476	13,598,301
Other, net	(830,106)	(1,340,587)
Total nonoperating revenues, net	<u>7,530,017</u>	<u>2,591,278</u>
Loss before capital contributions	(6,108,178)	(14,354,266)
Capital contributions (note 6)	<u>8,740,231</u>	<u>6,042,248</u>
Change in net assets	2,632,053	(8,312,018)
Total net assets, beginning of year	<u>321,479,176</u>	<u>329,791,194</u>
Total net assets, end of year	<u>\$ 324,111,229</u>	<u>\$ 321,479,176</u>

See accompanying notes to financial statements.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Statements of Cash Flows

Years ended December 31, 2007 and 2006

	2007	2006
Cash flows from operating activities:		
Cash received from customers	\$ 60,126,458	\$ 50,519,344
Cash paid to suppliers for goods and services	(41,755,360)	(31,975,949)
Cash paid to employees and on behalf of employees for services	(7,477,913)	(6,132,526)
Other receipts	995,418	220,694
Net cash provided by operating activities	11,888,603	12,631,563
Cash flow from noncapital financing activities:		
Sales tax receipts	594,984	586,513
Insurance proceeds receipts	2,365,813	7,856,909
Projects paid from insurance receipts	(7,894,118)	(2,328,604)
Net cash provided by (used in) noncapital financing activities	(4,933,321)	6,114,818
Cash flows from capital and related financing activities:		
Passenger facility charges collected	15,904,398	12,796,316
Acquisition and construction of capital assets	(10,942,520)	(10,325,009)
Capital grants received	9,074,025	6,251,179
Principal paid on revenue bond maturities	(87,155,389)	(11,260,000)
Issuance of revenue bonds	88,370,000	1,357,977
Proceeds from Loans Payable	17,976,661	24,133,613
Interest paid on bonds and loans	(13,224,737)	(13,574,866)
Cost of bond issuance and insurance	(2,923,720)	-
Net cash provided by capital and related financing activities	17,078,718	9,379,210
Cash flows from investing activities:		
Sales of investments	210,100,957	193,432,839
Purchases of investments	(237,192,656)	(231,074,701)
Interest and dividends on investments	6,417,524	4,698,441
Net cash used in capital and related financing activities	(20,674,175)	(32,943,421)
Net increase (decrease) in cash and cash equivalents	3,359,825	(4,817,830)
Cash and cash equivalents at beginning of year	3,473,911	8,291,741
Cash and cash equivalents at end of year (note 2)	\$ 6,833,736	\$ 3,473,911
Noncash investing activities:		
Decrease in investments due to change in fair value	\$ (247,773)	\$ (20,113)
Noncash financing activities:		
Amortization of bond-related costs	\$ (1,315,364)	\$ (1,686,922)
Loss on disposal of assets	\$ (167,671)	\$ (800,000)

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Statements of Cash Flows

Years ended December 31, 2007 and 2006

	<u>2007</u>	<u>2006</u>
Reconciliation of operating loss to net cash provided by operating activities:		
Operating loss	\$ (13,638,195)	\$ (16,945,544)
Adjustments to reconcile operating loss to net cash provided by operating activities:		
Depreciation	30,615,805	30,906,008
Increase (decrease) in allowance for doubtful accounts	(3,053,492)	1,883,493
Other	37,124	220,694
Changes in assets and liabilities:		
Accounts receivable	2,360,302	(833,369)
Insurance proceeds receivable	(4,038,298)	-
Inventory of materials and supplies	(19,621)	39,579
Prepaid expenses and deposits	(1,625,660)	(40,167)
Accounts payable	(1,008,381)	(3,700,169)
Accrued salaries and other compensation	(85,148)	108,174
Due to City of New Orleans	2,344,167	992,864
Total adjustments	<u>25,526,798</u>	<u>29,577,107</u>
Net cash provided by operating activities	<u>\$ 11,888,603</u>	<u>\$ 12,631,563</u>

See accompanying notes to financial statements.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

(1) Summary of Significant Accounting Policies

(a) Organization

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 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 accounting principles generally accepted in the United States of America as applicable to proprietary component units of governmental entities.

(b) 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. Proprietary funds are accounted for using the economic resources measurement focus. 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.

The principal operating revenues of the authority are from sources such as airlines, concessions, rental cars, and parking. Investment income, passenger facility charges, federal and state grants, and other revenues not related to the operations of the Airport are nonoperating 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 nonoperating expenses.

(c) 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. 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, are reported as nonoperating revenues. 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 nonoperating expenses. Under the provisions of Governmental Accounting Standards Board (GASB) Statement No. 20, *Accounting and Financial Reporting for Proprietary Fund Accounting*, the City of New Orleans has elected not to follow Financial Accounting Standards Board guidance issued subsequent to November 30, 1989.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

(d) Use of Estimates

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

(e) 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.

(f) 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 assets.

(g) Inventory

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

(h) Capital Assets

Capital assets are carried at cost. An item is classified as an asset if the initial, individual cost is \$1,000 or greater. 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. No interest amounts were capitalized during 2007 and 2006.

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
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

The estimated useful lives by major classification are as follows:

	Estimated useful lives (years)
Air rights	25
Land improvements	10 – 25
Buildings and furnishings	3 – 25
Equipment	3 – 10
Utilities	10 – 25
Heliport	5 – 15

(i) Due from/Due to the City of New Orleans

Amounts recorded as due from and 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 \$1,442,624 and \$1,372,296 for the years ended December 31, 2007 and 2006, respectively, and is recorded in administrative expenses in the statements of revenues, expenses, and changes in net assets.

(j) 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 Passenger Facility Charges and grants.

(k) Bond Insurance

In conjunction with bonds issued in 2007, 1999, 1997, 1995, and 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 dates of issuance and are being amortized over the life of the bonds using the interest method.

(l) Revenue Recognition

Landing and airfield fees, terminal building, rental building, and leased areas rentals are recorded as revenues of the year in which earned.

Due to the expiration of the Commercial Airline Lease at December 31, 2004, the Airport continued charging the Airline Transportation Companies in accordance with the expired lease until June 30, 2005. In July and August 2005, the draft lease agreement rates were implemented, while lease negotiations continued. On August 29, 2005, the Airport and the City of New Orleans sustained significant damages due to Hurricane Katrina. The Airport sustained minor damages to its capital assets and as a result did not have to apply the provisions of Governmental Accounting Standards Board No. 42, *Accounting and Financial Reporting for Impairment of Capital Assets and for*

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

Insurance Recoveries (GASB Statement No. 42). The major impact to the Airport was related to operations, and no fees were charged to the air carriers for the month of September 2005. As a result of the hurricane, the Airport entered into negotiations with the airline transportation companies in order to determine the maximum amount of fees and charges the Airport would be able to charge to retain the airline transportation companies and provide airline services to the City of New Orleans. In November 2005, the Board adopted the rates, fees and charges resolution whereby the airport transportation companies are charged \$8.00 per enplaned passenger. Landing fees were established at \$1.07 per 1,000 pounds of gross maximum landed weight.

(m) 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, 2007 the Airport is authorized to collect up to \$465,646,396 of PFC revenue of which \$211,664,813 has been collected. PFC revenues are pledged to secure the Series 1999 Revenue bonds, which funded construction of preapproved capital projects and redeemed the 1994 Series PFC Bonds. The estimated expiration date on PFC revenue collection is October 1, 2018.

(n) Federal Financial Assistance

The Airport receives financial assistance for costs of construction and improvements to airport facilities through grants from the FAA. The Airport is on the reimbursement basis for funds received for financial assistance. As of December 31, 2007, the Airport received \$1,461,686 from FEMA as reimbursement for repairs and expenses incurred by the Airport as a result of Hurricane Katrina.

(o) 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.

(p) 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.

(q) Reclassifications

Certain 2006 balances have been reclassified to conform to the 2007 presentation.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

(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 are entirely insured by federal depository insurance or by collateral held by the financial institution in the Airport's name.

The Airport follows GASB No. 31, *Accounting and Financial Reporting for Certain Investments and for External Investment Pools* (GASB Statement No. 31), which requires the adjustments of the carrying values of investments to fair value, which is based on available market values. The local government investment pool is a "2a-7-like" pool in accordance with GASB Statement No. 31; therefore, it is not presented at fair value but at its actual pooled share price, which approximates fair value. At December 31, 2007 and 2006, the fair value of all securities regardless of balance sheet classifications as cash and cash equivalents or investments was as follows:

	2007	2006
Securities:		
U.S. Treasury and government agency securities	\$ 2,678,081	\$ 365,546
Common Stock: Airline Bankruptcies	569,188	-
Local government investment pool	52,876,168	34,802,710
Investment in money market funds	99,785,560	93,649,041
Total securities, at fair value	\$ 155,908,997	\$ 128,817,297

These securities are held in the following accounts:

	2007	2006
Current assets:		
Cash and cash equivalents	\$ 6,833,736	\$ 3,473,911
Investments	85,047,017	67,461,547
Noncurrent assets:		
Investments	70,861,980	61,355,750
Total cash and investments	162,742,733	132,291,208
Less cash on deposit	(6,833,736)	(3,473,911)
Total securities, at fair value	\$ 155,908,997	\$ 128,817,297

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, 2007, and 2006, the Airport held the following investments as categorized below in accordance with GASB Statement No. 40, *Deposit and Investment Risk Disclosures*:

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

Investment Maturities at December 31, 2007

<u>Investment type</u>	<u>Less than 1 year</u>	<u>1 to 5 years</u>	<u>Total</u>
U.S. Treasury and government agency securities	\$ 2,678,081	\$ -	\$ 2,678,081
Common Stock: Airline Bankruptcies	569,188	-	569,188
Local government investment pool	52,876,168	-	52,876,168
Money market funds	99,785,560	-	99,785,560
	<u>\$ 155,908,997</u>	<u>\$ -</u>	<u>\$ 155,908,997</u>

Investment Maturities at December 31, 2006

<u>Investment type</u>	<u>Less than 1 year</u>	<u>1 to 5 Years</u>	<u>Total</u>
U.S. Treasury and government agency securities	\$ -	\$ 365,546	\$ 365,546
Local government investment pool	34,802,710	-	34,802,710
Money market funds	93,649,041	-	93,649,041
	<u>\$ 128,451,751</u>	<u>\$ 365,546</u>	<u>\$ 128,817,297</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 investments 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 Resolution relating to the specific bond issue.

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 Authority's investment policy and bond resolutions, all U.S. government agency securities held in the portfolio are either issued by or explicitly guaranteed by the U.S. government.

Custodial Credit Risk: For an investment, custodial risk is the risk that, in the event of the failure of the counterparty, the Airport will not be able to recover the values of its investments or collateral securities that are in the possession of an outside party. All of the Airport's investments are either held in the name of the Airport or held in trust under the Airport's name.

Concentration of Credit Risk: The Airport's investments are not subject to a concentration of credit risk.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

In 2007, the Airport acquired common stock as a result of bankruptcy proceedings of three airlines. The common stock with a market value of \$569,188 at December 31, 2007 was subject to market risk as a result of the volatility of the stock market.

(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, 2007 and 2006:

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements
December 31, 2007 and 2006

	2007										
	Debit service fund	Debit service reserve fund	Renewal and replacement fund	Operations and maintenance reserve fund	Capital improve fund	Debt service reserve fund	Receipts fund	Rollover fund	PFC collect	Cost of issue	2007 total
Assets:											
Cash and certificates of deposits	\$ 124	\$ -	\$ -	\$ -	\$ 83,625	\$ 231	\$ -	\$ 939	\$ 200,747	\$ -	\$ 285,666
JPM U.S. Treasury and U.S. money market fund	3,243,992	10,149,084	2,006,064	8,651,624	50,021,372	-	1,840,906	7,000,000	-	353,156	83,266,198
U.S. Treasury and U.S. agency obligations	2,574,196	2,197	-	-	-	-	-	-	-	-	2,676,393
Passenger facility charges receivable	-	-	-	-	-	-	-	-	-	-	1,749,443
Capital grant receivable	-	-	-	-	-	-	-	-	-	-	375,877
	\$ 5,918,312	\$ 10,151,281	\$ 2,006,064	\$ 8,651,624	\$ 50,104,997	\$ 231	\$ 1,840,906	\$ 7,000,939	\$ 200,747	\$ 353,156	\$ 88,353,577

	2006										
	Debit service fund	Debit service reserve fund	Renewal and replacement fund	Operations and maintenance reserve fund	Capital improve fund	Debt service reserve fund	Receipts fund	Rollover fund	PFC collect	Cost of issue	2006 total
Assets:											
Cash and certificates of deposits	\$ 257,017	\$ -	\$ -	\$ -	\$ 17,477	\$ -	\$ -	\$ -	\$ 680	\$ -	\$ 275,174
JPM U.S. Treasury and U.S. money market fund	2,920,623	7,887,111	2,000,000	8,269,925	36,749,836	1,227,439	169,263	13,000,002	-	2	72,224,201
U.S. Treasury and U.S. agency obligations	-	206,709	-	-	-	-	-	-	-	-	206,709
Passenger facility charges receivable	-	-	-	-	-	-	-	-	-	-	2,055,365
Capital grant receivable	-	-	-	-	-	-	-	-	-	-	709,671
	\$ 3,177,640	\$ 8,093,820	\$ 2,000,000	\$ 8,269,925	\$ 36,767,313	\$ 1,227,439	\$ 169,263	\$ 13,000,002	\$ 680	\$ 2	\$ 75,871,120

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

(4) Capital Assets

Capital assets include 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 capital assets for the years ended December 31, 2007 and 2006 is as follows:

	<u>Balance December 31, 2006</u>	<u>Additions/ transfers during year</u>	<u>Deletions/ transfers during year</u>	<u>Balance December 31, 2007</u>
Capital assets not being depreciated:				
Land	\$ 84,251,895	\$ 81,688	\$ (8,583)	\$ 84,325,000
Construction in progress	<u>18,744,182</u>	<u>13,628,201</u>	<u>(4,719,822)</u>	<u>27,652,561</u>
Total capital assets not being depreciated	<u>102,996,077</u>	<u>13,709,889</u>	<u>(4,728,405)</u>	<u>111,977,561</u>
Capital assets being depreciated:				
Air rights	18,494,542	8,583	-	18,503,125
Land improvements	321,934,423	(673,565)	(112,811)	321,148,047
Buildings and furnishings	290,797,127	3,314,746	225,945	294,337,818
Equipment	6,352,732	139,244	-	6,491,976
Utilities	7,786,124	-	-	7,786,124
Heliport	<u>3,066,886</u>	<u>-</u>	<u>-</u>	<u>3,066,886</u>
Total capital assets being depreciated	<u>648,431,834</u>	<u>2,789,008</u>	<u>113,134</u>	<u>651,333,976</u>
Total capital assets	<u>751,427,911</u>	<u>16,498,897</u>	<u>(4,615,271)</u>	<u>763,311,537</u>
Less accumulated depreciation:				
Air rights	1,408,626	740,087	-	2,148,713
Land improvements	139,657,569	15,483,467	(536,105)	154,604,931
Buildings and furnishings	184,005,891	13,735,463	-	197,741,354
Equipment	5,137,405	396,601	-	5,534,006
Utilities	3,910,200	258,634	-	4,168,834
Heliport	<u>3,063,522</u>	<u>1,553</u>	<u>-</u>	<u>3,065,075</u>
Total accumulated depreciation	<u>337,183,213</u>	<u>30,615,805</u>	<u>(536,105)</u>	<u>367,262,913</u>
Total capital assets, net	<u>\$ 414,244,698</u>	<u>\$ (14,116,908)</u>	<u>\$ (4,079,166)</u>	<u>\$ 396,048,624</u>

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

	<u>Balance December 31, 2005</u>	<u>Additions/ transfers during year</u>	<u>Deletions/ transfers during year</u>	<u>Balance December 31, 2006</u>
Capital assets not being depreciated:				
Land	\$ 89,500,561	\$ 6,316,044	\$ (11,564,710)	\$ 84,251,895
Construction in progress	<u>12,683,386</u>	<u>9,560,354</u>	<u>(3,499,558)</u>	<u>18,744,182</u>
Total capital assets not being depreciated	<u>102,183,947</u>	<u>15,876,398</u>	<u>(15,064,268)</u>	<u>102,996,077</u>
Capital assets being depreciated:				
Air rights	12,289,380	6,205,162	-	18,494,542
Land improvements	319,910,958	2,633,056	(609,591)	321,934,423
Buildings and furnishings	291,497,141	63,044	(763,058)	290,797,127
Equipment	6,268,054	97,636	(12,958)	6,352,732
Utilities	7,786,124	-	-	7,786,124
Heliport	<u>3,066,886</u>	<u>-</u>	<u>-</u>	<u>3,066,886</u>
Total capital assets being depreciated	<u>640,818,543</u>	<u>8,998,898</u>	<u>(1,385,607)</u>	<u>648,431,834</u>
Total capital assets	<u>743,002,490</u>	<u>24,875,296</u>	<u>(16,449,875)</u>	<u>751,427,911</u>
Less accumulated depreciation:				
Air rights	896,090	512,536	-	1,408,626
Land improvements	124,389,677	15,610,658	(342,766)	139,657,569
Buildings and furnishings	169,959,601	14,047,038	(748)	184,005,891
Equipment	4,674,774	475,589	(12,958)	5,137,405
Utilities	3,651,566	258,634	-	3,910,200
Heliport	<u>3,061,969</u>	<u>1,553</u>	<u>-</u>	<u>3,063,522</u>
Total accumulated depreciation	<u>306,633,677</u>	<u>30,906,008</u>	<u>(356,472)</u>	<u>337,183,213</u>
Total capital assets, net	<u>\$ 436,368,813</u>	<u>\$ (6,030,712)</u>	<u>\$ (16,093,403)</u>	<u>\$ 414,244,698</u>

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

Construction in progress is composed of the following at December 31, 2007:

Description	Project authorization	December 31, 2007	Remaining commitments
Security Operations Center	\$ 28,170,190	14,439,281	13,730,909
Transport Center Expansion	2,000,000	307,825	1,692,175
Expansion Concourse "D"	37,933,000	4,209,732	33,723,268
New ARFF Fire Station	11,570,881	1,445,116	10,125,765
Terminal Apron Rehabilitation	7,800,000	1,212,946	6,587,054
Aircraft Loading Bridge	28,914,000	2,009,368	26,904,632
Upgrade Light Main Terminal	6,000	156	5,844
Terminal Exterior Improvements	11,000,000	529,736	10,470,264
Terminal Interior Improvements	11,000,000	487,502	10,512,498
Strategic Development Plan	4,723,276	2,553,482	2,169,794
Inter-Concourse Connector	2,023	2,023	—
Wildlife Management Study	500,000	1,819	498,181
Concourse A-B Security Connector	2,194	2,194	—
Post Katrina High Mast Replacements	551,149	450,198	100,951
New ARFF Truck	1,000,000	1,183	998,817
	<u>\$ 145,172,713</u>	<u>27,652,561</u>	<u>117,520,152</u>

Land Swap

The City of New Orleans acting through the New Orleans Aviation Board (Board) entered into an Act of Exchange with RMGC, LLC the owner of the Iafates property, which is adjacent to the Airport on the south side, for certain parcels owned by the Board located on the north side of the Airport. The transaction is a two step process.

The Act of Exchange addressed the first portion of the transaction wherein approximately 5/7 of the Iafates parcels were exchanged for all of the property owned by the Airport on the north side of the interstate, referred to in the documents as the "32nd Street properties." The Board is buying the property in two steps. The first step took place in 2006 and the Board is in the process of taking the second and final step which requires some negotiation to resolve outstanding issues including easements, covenants and appraisal reconciliation. In the 2006 swap the Board's property appraised for \$5,800,000 and the RMGC property appraised for \$5,000,000 resulting in an accounting loss of \$800,000, which was recognized in the 2006 Financial Statements of the Airport. The carrying value of the land exchanged was \$11,564,710. The difference of \$5,764,710 between the appraised value of \$5,800,000 and the carrying value was accounted for as air rights. The Airport maintained the air rights for the property that was exchanged.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

(5) Long-term Debt

Long-term debt activity for the years ended December 31, 2007 and 2006 was as follows:

<u>Long-Term Debt</u>	<u>Balance December 31, 2006</u>	<u>Additions</u>	<u>Deductions</u>	<u>Balance December 31, 2007</u>	<u>Amounts due within one year</u>
Bonds Payable:					
Series 1993B Refunding bonds, variable rates, final maturity 2016	\$ 88,650,000	-	\$ (7,555,000)	\$ 81,095,000	\$ 7,970,000
Series 1993C Refunding bonds, variable rates, final maturity August 3, 2011	1,550,000	-	(255,000)	1,295,000	280,000
Series 1995A Refunding bonds, variable rates, final maturity August 1, 2015	13,895,000	-	(1,195,000)	12,700,000	1,310,000
Series 1997A Refunding bonds, variable rates, final maturity August 5, 2015	18,745,000	-	(1,075,000)	17,670,000	1,170,000
Series 1997B-1 Revenue bonds, with fixed interest rate at 5.45%, final maturity October 1, 2027	2,555,000	-	-	2,555,000	-
Series 1997B-2 Taxable revenue bonds, fixed interest rates (6.45% at December 31, 2004), final maturity October 1, 2027	9,300,000	-	(270,000)	9,030,000	285,000
Series 1999A-1 Revenue refunding bonds 2002), interest rates (5.00% at December 31, 2004), final maturity September 1, 2018, refunded in 2007	22,655,000	-	(22,655,000)	-	-
Series 1999A-2 Revenue refunding bonds, with fixed interest rate at 6.00%, final maturity September 1, 2019, refunded in 2007	4,565,000	-	(4,565,000)	-	-
Series 2004A Drawdown bond facility, variable rates, final maturity December 31, 2007, refunded in 2007	49,585,389	-	(49,585,389)	-	-
Series 2007A Revenue Bonds with fixed interest rate January 1, 2038 at 4.25% final maturity	-	65,530,000	-	65,530,000	605,000
Series 2007B-1 Revenue Refunding bonds with fixed interest rate January 1, 2020 at 4.25% final maturity	-	4,295,000	-	4,295,000	-
Series 2007B-2 Revenue Refunding bonds, with fixed interest rate January 1, 2019 at 4.25% final maturity	-	18,545,000	-	18,545,000	1,350,000
	<u>211,500,389</u>	<u>88,370,000</u>	<u>(87,155,389)</u>	<u>212,715,000</u>	<u>12,970,000</u>

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

Less:					
Unamortized loss on advance refunding	\$ (13,171,785)	\$ (990,010)	\$ 1,374,447	\$ (12,787,348)	\$ -
Unamortized discount on bonds	(414,026)	(9,173)	376,704	(46,495)	-
Unamortized premium on bonds	-	798,170	-	798,170	-
	<u>197,914,578</u>	<u>88,168,987</u>	<u>(85,404,238)</u>	<u>200,679,327</u>	<u>12,970,000</u>
Loans payable:					
FEMA	10,882,641	-	-	10,882,641	-
Go Zone	<u>13,250,972</u>	<u>17,976,661</u>	<u>-</u>	<u>31,227,633</u>	<u>-</u>
	<u>24,133,613</u>	<u>17,976,661</u>	<u>-</u>	<u>42,110,274</u>	<u>-</u>
Other liabilities:					
FEMA Interest Payable	<u>157,181</u>	<u>321,484</u>	<u>-</u>	<u>478,665</u>	<u>-</u>
	<u>157,181</u>	<u>321,484</u>	<u>-</u>	<u>478,665</u>	<u>-</u>
	<u>\$ 222,205,372</u>	<u>\$ 106,467,132</u>	<u>\$ (85,404,238)</u>	<u>\$ 243,268,266</u>	<u>\$ 12,970,000</u>

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

	<u>Balance December 31, 2005</u>	<u>Additions</u>	<u>Deductions</u>	<u>Balance December 31, 2006</u>	<u>Amounts due within one year</u>
Series 1993B Refunding bonds, variable rates, final maturity 2016	\$ 95,885,000	-	\$ (7,235,000)	\$ 88,650,000	\$ 7,555,000
Series 1993C Refunding bonds, variable rates, final maturity August 3, 2011	1,785,000	-	(235,000)	1,550,000	255,000
Series 1995A Refunding bonds, variable rates, final maturity August 1, 2015	14,985,000	-	(1,090,000)	13,895,000	1,195,000
Series 1997A Refunding bonds, variable rates, final maturity August 5, 2015	19,785,000	-	(1,040,000)	18,745,000	1,075,000
Series 1997B-1 Revenue bonds, with fixed interest rate at 5.45%, final maturity October 1, 2027	2,555,000	-	-	2,555,000	-
Series 1997B-2 Taxable revenue bonds, fixed interest rates (6.45% at December 31, 2004), final maturity October 1, 2027	9,555,000	-	(255,000)	9,300,000	270,000
Series 1999A-1 Revenue refunding bonds 2002), interest rates (5.00% at December 31, 2004), final maturity September 1, 2018	24,060,000	-	(1,405,000)	22,655,000	1,480,000
Series 1999A-2 Revenue refunding bonds, with fixed interest rate at 6.00%, final maturity September 1, 2019	4,565,000	-	-	4,565,000	-
Series 2004A Drawdown Bond Facility, variable rates, final maturity December 31, 2007	48,227,412	1,357,977	-	49,585,389	-
	<u>221,402,412</u>	<u>1,357,977</u>	<u>(11,260,000)</u>	<u>211,500,389</u>	<u>11,830,000</u>

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

	Balance December 31, 2005	Additions	Deductions	Balance December 31, 2006	Amounts due within one year
Less:					
Unamortized loss on advance refunding	\$ (14,546,232)	\$ -	\$ 1,374,447	\$ (13,171,785)	-
Unamortized discount on bonds	(445,506)	-	31,480	(414,026)	-
	<u>206,410,674</u>	<u>1,357,977</u>	<u>(9,854,073)</u>	<u>197,914,578</u>	<u>11,830,000</u>
Loans payable:					
FEMA	-	10,882,641	-	10,882,641	-
Go Zone	-	13,250,972	-	13,250,972	-
	-	<u>24,133,613</u>	-	<u>24,133,613</u>	-
Other liabilities:					
FEMA Interest Payable	-	157,181	-	157,181	-
	-	<u>157,181</u>	-	<u>157,181</u>	-
	<u>\$ 206,410,674</u>	<u>\$ 25,648,771</u>	<u>\$ (9,854,073)</u>	<u>\$ 222,205,372</u>	<u>\$ 11,830,000</u>

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

	Interest	Principal	Total
Bonds payable:			
December 31:			
2008	\$ 10,004,054	\$ 12,970,000	\$ 22,974,054
2009	11,080,621	14,245,000	25,325,621
2010	10,315,407	15,120,000	25,435,407
2011	9,481,559	16,055,000	25,536,559
2012	8,585,492	17,045,000	25,630,492
2013-2017	28,093,479	70,905,000	98,998,479
2018-2022	16,067,599	16,870,000	32,937,599
2023-2027	11,692,025	15,800,000	27,492,025
2028-2032	7,466,775	14,770,000	22,236,775
2033-2037	3,383,375	18,935,000	22,318,375
2038	104,125	-	104,125
	<u>\$ 116,274,511</u>	<u>\$ 212,715,000</u>	<u>\$ 328,989,511</u>

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

Debt service requirements to maturity for all outstanding notes payable, assuming that all approved funds are borrowed under the GO Zone loan and are as follows:

	<u>Interest</u>	<u>Principal</u>	<u>Total</u>
Notes payable:			
December 31:			
2011	\$ 1,552,720	\$ 10,882,641	\$ 12,435,361
2012	1,641,260	1,684,138	3,325,398
2013-2017	6,959,053	9,667,940	16,626,993
2018-2022	4,498,060	12,128,933	16,626,993
2023-2025	1,410,616	11,890,979	13,301,595
	\$ 16,061,709	\$ 46,254,631	\$ 62,316,340

Bonds Payable

On November 20, 2007, the New Orleans Aviation Board issued in its own name for the benefit of the City of New Orleans the following tax exempt obligations: The \$65,530,000 New Orleans Aviation Board Revenue Bonds (Passenger Facility Charge Projects) Series 2007A and the \$22,840,000 New Orleans Aviation Board Revenue Refunding Bonds (Passenger Facility Charge Projects) Series 2007B.

The proceeds of the Series 2007A Bonds were used to 1) pay the entire outstanding balance of bond anticipation notes previously issued by the Board to pay the bond financed costs of the rehabilitation of Runway 10/28 at the Airport, 2) provide an additional \$10,000,000 to pay the costs of acquiring, constructing and installing approximately 17 aircraft loading bridges at the Airport, 3) provide a debt service reserve fund for such bonds, 4) pay the costs of credit enhancement, and 5) pay the costs of issuance incurred in connection with such bonds.

The proceeds of the Series 2007B Bonds were used to 1) refinance the \$35,585,000 original principal amount New Orleans Aviation Board Revenue Refunding Bonds Series 1999 A-1 and Series 1999 A-2, 2) provide a debt service reserve fund for such bonds, 3) pay the costs of credit enhancement, 4) pay the costs of issuance incurred in connection with such bonds.

On December 14, 2004, the New Orleans Aviation Board approved the issuance of \$65,000,000 New Orleans Aviation Board Interim Revenue Notes (Passenger Facility Charge Projects) Drawdown Bond Facility, Series 2004A. The 2004 PFC Projects mean collectively the acquisition and construction of 1) Aircraft Loading Bridges; 2) Expansion of Concourse D; and 3) Rehabilitation of Runway 10/28. The 2004A Series is subordinated debt to the New Orleans Aviation Board Revenue Refunding Bonds (Passenger Facility Charge Projects), Series 1999 A-1 and Series 1999 A-2. These bonds are secured by a pledge of PFC Revenue expected to be collected through January 1, 2018. The general indenture requires that the Airport maintain certain specified financial ratios and comply with other covenants. The Airport initiated multiple draw downs on this facility throughout the fiscal year with a balance of \$49,585,389 at December 31, 2006. Proceeds of the Series 2007A bonds were used to refinance these bonds in 2007.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

On October 15, 1999, the Airport issued \$31,020,000 and \$4,565,000 in Revenue Refunding Bonds, Series 1999A-1 and Series 1999A-2, respectively. The proceeds of which were used to (i) redeem and refund remaining portions of the Series 1994 Revenue bonds, and (ii) provide a portion of the amounts needed to complete the construction of certain projects approved by the FAA. These bonds were secured by a pledge of PFC revenue expected to be collected through January 1, 2018 and by certain other Airport funds, including a portion of the Debt Service Reserve Account. Proceeds of the Series 2007B bonds were used to refinance these bonds in 2007.

On June 24, 1997, the Airport issued \$25,510,000 in Refunding bonds, Series 1997A, the proceeds of which were used to repay portions of the Series 1993A Taxable refunding bonds. As defined in the general indenture, the bonds are secured by a pledge of the Airport's revenues subject to prior payment of operation and maintenance expenses. The bonds are also secured by a portion of the Debt Service Reserve Account. The bonds are subject to optional redemptions, as defined in the general indenture. The general indenture requires that the Airport maintains certain specified financial ratios and comply with other covenants.

On October 1, 1997, the Airport issued \$2,555,000 in Revenue bonds, Series 1997B-1, and \$10,945,000 in Taxable Revenue Bonds, Series 1997B-2. The Series 1997B-1 bonds were issued for the purpose of reimbursing the Airport for costs previously paid by the Airport in connection with, or financing the costs of, the Airport's continuing Noise Mitigation and Land Acquisition Program at the Airport, including the purchase of certain noise-impacted properties, the purchase of properties for development purposes, the sound insulation of certain residential properties and the acquisition of certain navigation easements, servitudes and other property rights. The 1997B-2 bonds were issued for the purpose of (i) financing the Airport's Storm Water Drainage Program for apron fueling areas at the Airport, including the provision of trench drains and associated drainage piping to capture water flows from all concourse aprons and (ii) providing a continuing source of funds for financing the projects of the 1997B-1 bonds on an ongoing basis. As defined in the general indenture, the bonds are secured by a pledge of the Airport's revenues subject to prior payment of operation and maintenance expenses. The bonds are also secured by a portion of the Debt Service Reserve Account. The bonds are subject to optional redemptions, as defined in the general indenture. The general indenture requires that the Airport maintains certain specified financial ratios and comply with other customary requirements.

The Series 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 GASB Statement No. 23, *Accounting and Financial Reporting for Refundings of Debt Reported by Proprietary Activities*, this difference, reported in the accompanying financial statements as a deduction from bonds payable, is being charged to operations through August 2016. The refunded bonds had a zero balance at December 31, 2006.

The general indenture under which the Series 1993A-C, Series 1995A, and Series 1997A and B bonds were issued provides for the establishment of restricted accounts 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

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

Account, the Debt Service Reserve Account, the Renewal and Replacement Account, the Operations and Maintenance Reserve Account, and the Revenue Bond Escrow Account.

Interest Rate Swaps

The Airport has entered into four interest rate swap agreements to reduce the impact of changes in interest rates on its Series 1993B, 1993C, 1995A, and 1997A Variable-Rate Refunding Bonds (see note 5). As of December 31, 2007, \$112,760,000 in outstanding bonds was recorded as a liability in the financial statements related to these Series.

Objective of the interest rate swaps. As a means of lowering its borrowing costs, when compared against fixed-rate bonds, the Airport entered into four interest rate swap agreements in connection with its 1993B, 1993C, 1995A, and 1997A Variable-Rate Refunding Bonds. The intention of the swap was to effectively change the City's variable interest rate on the bonds to a synthetic fixed rate of 5.49%, 5.34%, 6.14%, and 6.50% for the 1993B, 1993C, 1995A, and 1997A issues, respectively.

Terms. All four swap agreements are part of a Master Swap Agreement dated January 4, 1993. The swap agreements, having notional amounts of \$88,650,000, \$1,550,000, \$13,895,000, and \$18,745,000 for the 1993B, 1993C, 1995A, and 1997A issues, respectively, terminate in August of 2016, 2011, 2015, and 2015, respectively. The respective swap's notional amount matches the principal amount of the respective variable-rate bonds. Under the swap, the Airport pays the counterparty, AIG, fixed payments of 5.49%, 5.34%, 6.14%, and 6.50% for the 1993B, 1993C, 1995A, and 1997A issues, respectively, and receives a variable payment computed monthly by the swap counterparty. Conversely, the bond's variable-rate coupons are based on a floating rate market Index.

Fair value. The fair value of these swap agreements as of December 31, 2007 is a liability of \$13.6 million, which is not recorded in the financial statements. The fair value was estimated using the zero-coupon method. This method calculates the future net settlement payments required by the swap, assuming that the current forward rates implied by the yield curve correctly anticipate future spot interest rates. These payments are then discounted using the spot rates implied by the current yield curve for hypothetical zero-coupon bonds due on the date of each future net settlement on the swap.

Credit risk. As of December 31, 2007, the Airport was not exposed to credit risk because the swap had a negative fair value. However, should interest rates change and the fair value of the swap becomes positive, the Airport would be exposed to credit risk in the amount of the derivative's fair value. The swap counterparty was rated Aa2 by Moody's Investors Service as of December 31, 2007.

Termination risk. The Airport or the counterparty may terminate the swap if the other party fails to perform under the terms of the contract. The swap may be terminated by the Airport if the swap guarantor's credit quality rating is withdrawn, suspended, or reduced below "A3" as issued by Moody's Investors Service or below "A-" as issued by S&P's Rating Services. If the swap is terminated, the variable-rate bond would no longer carry the synthetic interest rate provided by the swap. Also, if at the time of termination the swap has a negative fair value, the Airport would be liable to the counterparty for a payment equal to the swap's fair value. If at the time of termination the swap has a positive fair value the Airport would receive a cash payment.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

On November 20, 2003, the Airport entered into a Reduced Variance® interest rate swap agreement with Rice Financial Products Company (RFPC) with a notional amount of \$81,250,000.

Objective of the interest rate swap. As a means of lowering the costs on its outstanding fixed rate obligations, the Airport entered into a subordinate Reduced Variance interest rate swap agreement in connection with its 1993B, 1993C, 1995A, and 1997A synthetically created Fixed-Rate Refunding Bonds and its 1997B-1 and 1997B-2 Fixed-Rate Revenue Bonds. The intention of the swap was to effectively change the Airport's synthetically created or actual fixed interest rates to synthetically created variable rates.

Terms. The swap agreement terminates in August 2016, and the swap's notional amount is one-half of the fixed-rate bonds. Under the swap, the Airport pays the counterparty, RFPC, a variable payment computed monthly, based on the fixed rate plus an adjustment factor, and receives a fixed payment of 6.25%. The adjustment factor is computed monthly by the Airport and is based on the BMA Index and LIBOR.

Fair value. The fair value of these swap agreements as of December 31, 2007 is a liability of \$753,510, which is not recorded in the financial statements. The fair value was estimated using the zero-coupon method. This method calculates the future net settlement payments required by the swap, assuming that the current forward rates implied by the yield curve correctly anticipate future spot interest rates. These payments are then discounted using the spot rates implied by the current yield curve for hypothetical zero-coupon bonds due on the date of each future net settlement on the swap.

Termination risk. The Airport or the counterparty may terminate the swap if the other party fails to perform under the terms of the contract. The swap must be terminated by the Airport if the swap guarantors' credit quality rating is withdrawn, suspended, or reduced below "A3" as issued by Moody's Investors Service or below "A-" as issued by Standard and Poor's Rating Services. If the swap is terminated, the variable-rate bond would no longer carry a synthetic interest rate. Also, if at the time of termination the swap has a negative fair value, the Airport would be liable to the counterparty for a payment equal to the swap's fair value. If at the time of termination the swap has a positive fair value, the Airport would receive a cash payment.

Credit risk. As of December 31, 2007, the Airport was not exposed to credit risk because the swap had a negative fair value. However, should interest rates change and the fair value of the swap becomes positive, the City would be exposed to credit risk in the amount of the derivative's fair value.

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 2% (if the bonds are held by the liquidity provider in excess of one year) not to exceed the maximum permitted by law, or 25%.

The Board approved the Rate Resolution in November 2005, which significantly reduced the amounts charged to the air transportation companies. As a result of the drastic reductions in flight operations and enplanements resulting from Hurricane Katrina, it was not feasible to continue to operate the Airport pursuant to a residual financial agreement. As a result of the reduced operating revenues, the Airport would not be able to meet the debt service coverage ratio of 125% as required under the general revenue bond

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

trust indenture. In November 2006, the Board approved the Rollover Coverage Resolution which allowed the Airport to provide for \$9,000,000 of rollover coverage in the 2005 debt service coverage ratio calculation. The Resolution provides for \$9,000,000 of coverage in 2005, \$15,000,000 in 2006, and \$13,000,000 in 2007. These amounts were determined by the Board through review of the actual 2005 covenant calculation and projected 2006 and 2007 covenant calculations in order for the Airport to specifically comply with the 125% debt service covenant in each of the three years. On November 30, 2006, the Airport completed three wire transfers, in accordance with the Rollover Coverage Resolution, in the amounts of \$9,000,000, \$15,000,000 and \$13,000,000 from the Airport Operating Fund into the Bank of New York (Trustee) 2005, 2006, and 2007 Rollover accounts. The 2005 and 2006 funds were required to remain in the respective account for one business day and then were wired back to the Airport Operating Fund. The 2007 funds remained in the 2007 Rollover account until January 2007 and then were returned to the Airport Operating Fund. As a result of the rollover coverage, the Airport is in compliance with the debt service coverage ratio at December 31, 2007 and at December 31, 2006.

Subsequent Activity

In June 2008, the bond insurer's credit rating dropped with a negative outlook. The remarketing agent was unable to remarket a substantial amount of the Variable Rate Bonds and had to be purchased by a liquidity facility resulting in a liquidity put. This allowed the swap party to elect to pay the Alternative Floating Rate which is designated as 67% of LIBOR rather than the bond rate. The New Orleans Aviation Board's bond counsel has estimated the annual increase in interest cost to be \$3,358,000. As a result, the New Orleans Aviation Board is reviewing options regarding this occurrence which includes breaking the swaps and refinancing the debt.

Notes Payable

The Board was authorized to receive up to a maximum of \$28,000,000 from the FEMA Community Disaster Loan (CDL) Program. On June 15, 2006, the Airport received an \$8,112,103 CDL from FEMA with an interest rate of 2.93% for a period of 60 months. On August 25, 2006, the Airport received a \$2,187,816 CDL from FEMA with an interest rate of 3.06% for a period of 60 months. On October 4, 2006, the Airport received a \$582,722 CDL from FEMA with an interest rate of 2.93% for a period of 60 months.

In addition, the Board received approval for participation in the Gulf Tax Credit Bonds Program (Go Zone Tax Credit Bonds) sponsored by the State of Louisiana in an amount not exceeding \$36,000,000. The Airport was approved for \$35,371,990 for an interest free period of 60 months. On August 1, 2006, Hancock Bank as escrow trustee for the State of Louisiana with respect to its GO Zone Tax Credit Bonds Program transferred to the Trustee the amount of \$10,242,550 to be used to pay the August 2, 2006 debt service on the Bonds and related interest rate swap payments. The Hancock Bank transferred an additional \$20,985,083 in debt service between August 2006 and December 2007 which increased the total loan to \$31,227,633 as of December 31, 2007. The Trustee continues to be responsible for making all debt service payments on the bonds. The Hancock Bank will continue to make the appropriate debt service transfers to the Trustee until the balance of the approval is reached, which will be in July of 2008. In August 2007, the Airport resumed transferring to the Trustee the principal portion of the debt service for the 1993B, 1993C, 1995A, and 1997A Refunding Bonds. In October 2007, the Airport resumed transferring to the Trustee the

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

principal portion of the debt service for the 1997B-2 Revenue Bonds. The interest portion of the debt service will continue to be transferred by Hancock Bank to the Trustee.

(6) Capital Contributions and Transfers

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, 2007 and 2006, the FAA contributed approximately \$8,740,231 and \$6,042,248, respectively, to the Airport for various capital projects.

(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, 2007 containing additional information required under GASB Statement No. 27, *Accounting for Pensions by State and Local Governmental Employers*, is available from the City of New Orleans Director of Finance, 2400 Canal Street, Room 342, New Orleans, Louisiana 70119, (504) 826-1985.

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, 2007 and 2006 was \$411,457 and \$455,998, respectively.

(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 ten years and require the payment of minimum annual rentals. A new lease between the Airport and the airlines (Airline Operating Agreement) was not signed in 2005 due to Hurricane Katrina with a consensus between the Airport and the airlines. The Board implemented the Rate Resolution in agreement with the airlines. 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.

In 2001, construction began on a new \$35.0 million Airport parking garage facility (the Facility). The Facility opened for business on October 15, 2003. The Facility was constructed on land leased by a 501(c)3 nonprofit corporation (the Corporation) from the Airport pursuant to a Parking Garage Ground Lease (the Ground Lease) dated January 1, 2001. The Commencement Date as defined in the Ground Lease went into effect January 1, 2002, and the ground rental term began. In accordance with the Ground Lease, the Corporation is required to design, finance, construct, and operate the Facility. The Facility is being financed by the Corporation with \$44.3 million of tax-exempt bonds. The bonds are not an obligation of the Airport. The initial term of the Ground Lease is ten years with three renewal periods of ten years at the option of the Corporation. During the term of the Ground Lease, the Corporation will pay the Airport \$10,624 a month plus percentage rent of 6% of gross revenues generated from the Facility in excess of \$7.0 million per year plus net cash flow rent, as defined in the Ground Lease. The payment of rent is subject to a minimum annual guarantee payment, as defined in the Ground Lease. The fixed rent shall

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Notes to Financial Statements

December 31, 2007 and 2006

increase by 3% per annum, effective on the first day of each lease year during the term. The 2007 monthly ground rent was \$12,316.

The following is a schedule by year of aggregate future minimum rentals receivable on noncancelable operating leases as of December 31, 2007:

2008	\$ 2,191,680
2009	3,226,910
2010	4,179,170
2011	4,151,932
2012	3,942,067
2013-2022	<u>7,213,446</u>
	<u>\$ 24,905,205</u>

These 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 \$11,626,625 in 2007 and \$11,206,804 in 2006.

(9) Commitments and Contingencies

(a) 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.

(b) Commitments

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

(c) 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.

(d) Federal Financial Assistance

The Airport participates in a number of federal financial assistance programs. Although the grant programs have been audited through December 31, 2007 in accordance with the Single Audit Act of 1996, these programs are still subject to financial and compliance audits by governmental agencies.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Supplemental Schedule of Investments

Year ended December 31, 2007

Description	Year acquired	Maturity date	Par value	Fair value
Unrestricted investments:				
Special receipts:				
One Group U.S. Treasury Securities money market fund: JP Morgan	2004	N/A	\$ 6,753,339	\$ 6,753,339
PFC reimbursement: One Group U.S. Treasury Securities money market fund: JP Morgan	2004	N/A	2,365,067	2,365,067
Stock: Airline Bankruptcies	2007	N/A	569,188	569,188
NOAB Reserve:				
One Group U.S. Treasury Securities money market fund: JP Morgan	2004	N/A	7,400,956	7,400,956
FNMA: JP Morgan	1993	1/25/2008	1,693	1,688
City of New Orleans: LAMP	2003	N/A	<u>52,876,168</u>	<u>52,876,168</u>
Total unrestricted investments			<u>69,966,411</u>	<u>69,966,406</u>
Restricted investments:				
Debt service fund:				
One Group U.S. Treasury Securities money market fund: JP Morgan	2004	N/A	3,243,992	3,243,992
U.S. Treasury Notes: JP Morgan	2007	07/31/08	<u>2,672,280</u>	<u>2,674,196</u>
			<u>5,916,272</u>	<u>5,918,188</u>
Debt service reserve fund:				
One Group U.S. Treasury Securities money market fund: JP Morgan	2004	N/A	10,149,084	10,149,084
FNMA: JP Morgan	1993	1/25/2008	<u>2,204</u>	<u>2,197</u>
			<u>10,151,288</u>	<u>10,151,281</u>
Renewal and replacement:				
One Group U.S. Treasury Securities money market fund: JP Morgan	2004	N/A	<u>2,006,064</u>	<u>2,006,064</u>
Operations and maintenance Reserve fund:				
One Group U.S. Treasury Securities money market fund: JP Morgan	2004	N/A	<u>8,651,624</u>	<u>8,651,624</u>
Receipts fund:				
One Group U.S. Treasury Securities money market fund: JP Morgan	2004	N/A	<u>1,840,906</u>	<u>1,840,906</u>

(continued)

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Supplemental Schedule of Investments

Year ended December 31, 2007

Description	Year acquired	Maturity date	Par value	Fair value
Time reimbursement:				
One Group U.S. Treasury Securities money market fund: JP Morgan	2004	N/A	\$ 11,871,692	\$ 11,871,692
Project account:				
One Group U.S. Treasury Securities money market fund: JP Morgan	2004	N/A	11,366,319	11,366,319
PFC restricted:				
One Group U.S. Treasury Securities money market fund: JP Morgan	2004	N/A	26,783,361	26,783,361
Cost of issuance:				
One Group U.S. Treasury Securities money market fund: JP Morgan	2004	N/A	353,156	353,156
Rollover account:				
One Group U.S. Treasury Securities money market fund: JP Morgan	2004	N/A	7,000,000	7,000,000
Total restricted investments			85,940,682	85,942,591
Total			\$ 155,907,093	\$ 155,908,997

See accompanying independent auditors' report.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Supplemental Schedule of Operating Revenues and Expenses by Area of Activity

Year ended December 31, 2007

	Landing area	Terminal buildings and area	Ground transportation	Total
Operating revenues	\$ 6,081,862	\$ 49,548,461	\$ 2,135,833	\$ 57,766,156
Direct expenses	1,943,972	12,622,242	1,587,352	16,153,566
Operating revenues, less direct expenses	4,137,890	36,926,219	548,481	41,612,590
Depreciation of area assets	16,225,107	12,248,244	1,075,372	29,548,723
Operating revenues, less direct expenses and depreciation	\$ (12,087,217)	\$ 24,677,975	\$ (526,891)	12,063,867
Other operating expenses:				
Depreciation of general assets				1,067,082
Administrative				25,593,274
Recoveries from business interruption insurance				26,660,356
Operating loss				958,294
				\$ (13,638,195)

See accompanying independent auditors' report.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
(A Component Unit of the City of New Orleans)

Supplemental Schedule of Historical Debt Service Coverage Ratio as Required under
the General Revenue Bond Trust Indenture Dated February 16, 1993

Year ended December 31, 2007

(Unaudited)

Revenues:	
Airline rentals and landing fees	\$ 35,152,598
Other operating revenues	22,613,558
Nonoperating revenues	4,984,704
Rollover coverage	<u>13,000,000</u>
Total revenues	75,750,860
Operation and maintenance reserve fund requirement	594,038
Operation and maintenance expenses	<u>41,462,232</u>
Net revenues	\$ <u>33,694,590</u>
Debt service fund requirement:	
Principal payments	\$ 10,624,583
Interest expense	<u>7,586,371</u>
Total debt service fund requirement	\$ <u>18,210,954</u>
Historical debt service coverage ratio	1.85

(1) Basis of Accounting

The accompanying supplemental schedule has been prepared in accordance with Section 205 of the General Revenue Bond Trust Indenture dated February 16, 1993. The supplemental schedule excludes certain revenues and expenses as defined in the trust indenture. The exclusions consist mainly of revenues and expenses (including depreciation) related to passenger facility charges and the debt service relating to bonds payable secured by passenger facility charges.

(2) Rollover Coverage

The Board approved the Rollover Coverage Resolution on November 30, 2006 which allowed the Airport to apply \$13,000,000 of rollover coverage for the December 31, 2007 debt service coverage ratio calculation. The operating funds were transferred to the NOAB Rollover Account 2006 held by The Bank of New York on November 30, 2006 and remained for one business day in accordance with the Rollover Coverage Resolution.

See accompanying independent auditors' report.

**Independent Auditors' Report on Compliance with
Requirements Applicable to the Passenger Facility Charge
Program, on Internal Control over Compliance, and on the
Schedule of Revenues and Expenditures of Passenger Facility Charges**

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

Compliance

We have audited the compliance of Louis Armstrong International Airport (the Airport), a component unit of the City of New Orleans, with the compliance requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies* (The Guide), issued by the Federal Aviation Administration, for its passenger facility charge program for the year ended December 31, 2007. Compliance with the requirements of laws and regulations applicable to its passenger facility charge program is the responsibility of the Airport's management. Our responsibility is to express an opinion on the Airport's compliance based on our audit.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the Guide. Those standards and the Guide require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on the passenger facility charge program occurred. An audit includes examining, on a test basis, evidence about the Airport's compliance with those requirements and performing such other procedures, as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion. Our audit does not provide a legal determination of the Airport's compliance with those requirements.

In our opinion, the Airport complied, in all material respects, with the requirements referred to above that are applicable to its passenger facility charge program for the year December 31, 2007.

Internal Control over Compliance

The management of the Airport is responsible for establishing and maintaining effective internal control over compliance with the requirements of laws and regulations applicable to the passenger facility charge program. In planning and performing our audit, we considered the Airport's internal control over compliance with requirements that could have a direct and material effect on the passenger facility charge program in order to determine our auditing procedures for the purpose of expressing our opinion on compliance, but not for the purpose of expressing an opinion on the effectiveness of the Airport's internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Airport's internal control over compliance.

A control deficiency in an entity's internal control over compliance 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 noncompliance with the Guide on a timely basis. A significant deficiency is a control deficiency, or combination of control deficiencies, that adversely affects the entity's ability to administer the passenger facility charge program such that there is more than a remote inconsequential will not be prevented or detected by the entity's internal control.

A material weakness is a significant deficiency, or combination of significant deficiencies, that results in more than a remote likelihood that material noncompliance with the compliance of the Guide will not be prevented or detected by the entity's internal control.

Our consideration of internal control over compliance was for the limited purpose describes in the first paragraph of this section and would not necessarily identify all deficiencies in the entity's internal control that might be significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above.

Schedule of Revenues and Expenditures of Passenger Facility Charges

We have audited the basic financial statements of the Airport as of and for the year ended December 31, 2007 and have issued our report thereon dated June 20, 2008. Our audit was performed for the purpose of forming an opinion on the basic financial statements taken as a whole. The accompanying schedule of revenues and expenditures of passenger facility charges is presented for the purposes of additional analysis as specified in the Guide and is not a required part of the basic financial statements and, in our opinion, is fairly stated, in all material respects, in relation to the basic financial statements taken as a whole.

This report is intended solely for the information and use of the New Orleans Aviation Board, the Airport's management, the City Council of the City of New Orleans, Louisiana, the Louisiana Legislative Auditor, and the Federal Aviation Administration, and is not intended to be and should not be used by anyone other than these specified parties. However, under Louisiana Revised Statute 24:513, this report is distributed by the Legislative Auditor as a public document.

Postlethwaite & Metairie

Metairie, Louisiana
June 20, 2008



LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
 Schedule of Revenues and Expenditures of Passenger Facility Charges
 Year ended December 31, 2007

	Program Total December 31, 2006	Quarter 1 January - March 2007	Quarter 2 April - June 2007	Quarter 3 July - September 2007	Quarter 4 October - December 2007	Quarters 1-4 January - December 2007	Program Total December 31, 2007
Application 04-07	\$ 1,298,209	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,298,209
Project 44 - Airport Interior Signage	1,230,667	-	-	-	-	-	1,230,667
Project 46 - Concourse C Checkpoint Expansion	4,651,018	-	-	-	-	-	4,651,018
Project 47 - Construct Connector Taxiway - Taxiway Uniform	1,067,802	-	-	-	-	-	1,067,802
Project 48 - Construct Holding Bay - Runway End 19	4,995,000	-	-	-	-	-	4,995,000
Project 49 - Exterior Terminal Renovations - Lower Roadway	8,083,512	-	-	-	-	-	8,083,512
Project 50 - FIS Facility	2,101,018	-	-	-	-	-	2,101,018
Project 51 - Gate Utilization Study	1,381,705	-	-	-	-	-	1,381,705
Project 52 - Terminal HVAC Rehabilitation - Phase II	5,918,809	-	-	-	-	-	5,918,809
Project 53 - Terminal Pedestrian Access Enhancements	728,764	1,573	-	-	-	256,103	986,440
Project 54 - TSA - Related Terminal Modification and Airline Relocations	1,735,931	28,971	1,048,906	907,042	353,072	2,337,991	4,073,622
Project 55 - Airport Master Plan	1,327,289	75,664	29,870	(6,884)	56,188	135,038	1,462,327
Project 57 - Part 1542 Security System	648,000	-	-	-	801,000	801,000	1,449,000
Project 59 - Residential Sound Insulation Program / Land Acquisition	2,123,709	32,438	96,679	161,491	107,177	397,785	2,521,494
Project 61 - Terminal HVAC Rehabilitation - Phase III	37,746,795	138,646	1,175,455	1,061,849	1,533,540	3,929,490	41,676,285
Project 62 - Terminal Interior and Exterior Improvements	-	-	-	-	1,184	1,184	1,184
Total Application - 04-07	-	-	-	-	1,184	1,184	1,184
Application 06-08	-	-	-	-	-	-	-
Project 67 - Acquire 3,000 Gallon ARFF Vehicle	-	-	-	-	-	-	-
Total Application - 06-08	-	-	-	-	-	-	-
Total Expenditures	169,489,927	1,804,024	2,409,165	4,372,594	4,533,965	13,119,748	182,609,675
FFC revenues in excess of (under) expenditures	\$ 24,879,888	\$ 2,883,990	\$ 1,393,084	\$ 246,984	\$ (349,807)	\$ 4,175,251	\$ 29,055,139

See accompanying notes to schedule of revenues and expenditures of passenger facility charges.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT

Note to Schedule of Revenues and Expenditures of Passenger Facility Charges

Year ended December 31, 2007

(1) Schedule of Revenues and Expenditures of Passenger Facility Charges

The accompanying Schedule of Revenues and Expenditures of Passenger Facility Charges (PFC) presents the revenues received from the PFC's and expenditures incurred on approval projects. The Schedule has been prepared on the cash basis of accounting under which revenues are recognized when received and expenses are recognized when paid.

PFC's collected represent cash collected through the end of the month subsequent to the quarter-end as reported to the Federal Aviation Administration (FAA) in accordance with 14 CFR Part 158. The interest earned represents the actual interest collected and accrued on the unexpended PFC's during the periods reported.

The approved collection level for the 10 projects denoted by (1) was increased by the FAA from \$3.00 per enplaned passenger to \$4.50 per enplaned passenger, effective April 1, 2002 upon the Airport's submission of Application 02-05 in order to amend the collection level for projects within the PFC program. The collection level for the projects within Application 02-05 remained at \$3.00 per enplaned passenger.

The approved collection level for the 11 projects denoted by (2) was increased by the FAA to \$4.50 enplaned passenger; Effective April 1, 2002, upon the Airport's 02-06. The collection level for the other projects was approved by the FAA at \$3.00 per enplaned passenger, effective April 1, 2002.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT

Schedule of Findings and Questioned Costs

Year ended December 31, 2007

None.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT

Schedule of Prior Year Findings and Questioned Costs

Year ended December 31, 2007

None.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
Schedule of Revenues and Expenditures of Passenger Facility Charges
Year ended December 31, 2007

	Program Total December 31, 2006	Quarter 1 January - March 2007	Quarter 2 April - June 2007	Quarter 3 July - September 2007	Quarter 4 October - December 2007	Quarters 1-4 January - December 2007	Program Total December 31, 2007
Revenues:							
Collections	\$ 182,060,470	\$ 4,354,264	\$ 3,435,451	\$ 4,255,690	\$ 3,858,992	\$ 15,904,397	\$ 187,964,867
Interest	12,309,345	333,150	366,798	361,888	326,166	1,390,602	13,699,947
Total Revenues	194,369,815	4,688,014	3,802,249	4,617,578	4,185,158	17,294,999	211,664,814
Expenditures:							
Application 02-03:							
Project 1 - ARFF Perimeter Road, Stage I (1)	1,251,500	17,241	3,288	45,972	41,273	107,774	1,359,274
Project 2 - North General Aviation Apron, Stage I	5,187,712	36,925	7,043	98,298	88,218	230,484	5,618,196
Project 3 - Airfield Lighting Control System (1)	533,639	7,155	1,364	19,047	17,094	44,660	578,299
Project 4 - Rehabilitate Runways and Taxiways (1)	2,389,887	6,525	1,245	46,269	47,508	101,547	2,491,434
Project 5 - Update Airfield Guidance Sign System (1)	93,350	1,237	236	3,295	2,959	7,727	101,077
Project 6 - East Air Cargo Apron, Stage I	2,134,039	18,356	3,501	48,995	114,850	114,850	2,248,889
Project 9 - Fire Code Compliance Program	3,741,827	52,233	9,966	139,221	124,979	326,429	4,068,256
Project 10 - Asbestos Removal Program	3,150,457	41,912	7,994	111,580	100,138	261,624	3,412,081
Project 11 - West Terminal Utilities Expansion (1)	6,256,187	86,841	16,563	231,190	207,484	542,078	6,798,263
Project 12 - Concourse D Reconstruction (1)	14,962,467	227,471	43,385	540,918	472,064	1,283,838	16,246,305
Project 13 - West Terminal Expansion (1)	19,903,331	261,643	49,903	73,328	664,644	1,708,518	21,611,849
Project 14 - ARFF Perimeter Road, Stage II (1)	656,947	-	-	-	-	-	656,947
Project 15 - ARFF Perimeter Road, Stage III (1)	896,580	-	-	-	-	-	896,580
Project 18 - East/West Taxiway (VFR Runway) (1)	5,135,050	41,082	7,875	109,468	98,264	256,649	5,391,699
Project 20 - North GA Access Road	1,031,925	14,334	2,734	37,973	34,040	89,081	1,121,006
Project 22 - East Air Cargo Access Roads	2,034,346	24,389	4,652	64,827	58,158	132,026	2,186,372
Project 23 - Terminal Improvements	4,908,680	-	-	-	-	-	4,908,680
Project 25 - Upper Level Roadway Canopy	5,351,871	-	-	-	-	-	5,351,871
Total Application - 02-03	79,819,795	837,364	159,709	2,229,391	2,000,821	5,227,285	85,047,080
Application 02-06:							
Project 26 - Aircraft Loading Bridges	1,830,529	33,344	277,435	224,607	345,474	880,860	2,711,389
Project 27 - Airfield Lighting Control Vault Alternative Power Source (2)	588,086	-	-	-	-	-	588,086
Project 29 - Airport Trench Drains (2)	1,886,917	-	-	-	-	-	1,886,917
Project 31 - Concourse C Reconstruction (2)	23,689,436	-	-	-	-	-	23,689,436
Project 32 - Environmental Impact Study for New Air Carrier Runway (2)	756,632	-	-	-	-	-	756,632
Project 33 - Expansion of Concourse D (2)	3,837,262	-	-	-	-	-	3,837,262
Project 35 - New Aircraft Rescue and Fire Fighting (ARFF) Station (2)	309,865	22,378	25,513	11,262	1,896	61,049	370,914
Project 36 - Rehabilitate Runway 1/19 (2)	4,247,324	-	-	-	-	-	4,247,324
Project 37 - Rehabilitate Taxiway Sierra (2)	1,405,541	-	-	-	-	-	1,405,541
Project 38 - Rehabilitate Runway 10/28 (2)	4,634,924	772,292	771,053	845,485	531,090	3,019,880	7,654,804
Project 39 - Rehabilitate Rotating Beacon (2)	348,560	-	-	-	-	-	348,560
Project 40 - South LaFon Airport Land Purchase	5,062,117	-	-	-	-	-	5,062,117
Project 41 - Terminal Apron Rehabilitation (2)	997,235	-	-	-	-	-	997,235
Project 42 - Terminal RVAC Rehabilitation	1,278,665	-	-	-	-	-	1,278,665
Project 43 - West Air Cargo Complex Land Acquisition Program	1,050,244	-	-	-	-	-	1,050,244
Total Application - 02-06	51,923,337	828,014	1,074,001	1,081,354	978,420	3,961,789	55,885,126

(Continued)

**Independent Auditors' Report on Internal Control over Financial Reporting and on
Compliance and Other Matters Based on an Audit of Financial Statements Performed in
Accordance with
Government Auditing Standards**

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

We have audited the financial statements of Louis Armstrong New Orleans International Airport (the Airport) as of and for the year ended December 31, 2007, and have issued our report thereon dated June 20, 2008. 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.

Internal Control over Financial Reporting

In planning and performing our audit, we considered the Airport's internal control over financial reporting as a basis for designing our auditing procedures for the purpose of expressing an opinion on the financial statements but not for the purpose of expressing an opinion on the effectiveness of the Airport's internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of the Airport's internal control over financial reporting.

A control deficiency exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned function, to prevent or detect misstatement on a timely basis. A significant deficiency is a control deficiency, or combination of control deficiencies, that adversely affects the entity's ability to initiate, authorize, record, process, or report financial data reliably in accordance with generally accepted accounting principles such that there is more than a remote likelihood that a misstatement of the entity's financial statements that is more than inconsequential will not be prevented or detected by the entity's internal control. We consider the deficiency described in the accompanying schedule of findings and questioned costs as item 2007-1 to be a significant deficiency in internal control over financial reporting.

A material weakness is a significant deficiency, or combination of significant deficiencies, that results in more than a remote likelihood that a material misstatement of the financial statements will not be prevented or detected by the entity's internal control.

Our consideration of the internal control over financial reporting was for the limited purpose described in the first paragraph of this section and would not necessarily identify all deficiencies in internal control that might be significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses, as defined above.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Airport's financial statements are free of 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 determination of financial statement amounts. 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 one instances of noncompliance that is required to be reported under *Government Auditing Standards*, which is described in the accompanying schedule of findings and responses as items 2007-2.

This report is intended solely for the information and use of the New Orleans Aviation Board, City Council of the City of New Orleans, Louisiana, the Airport's management, the legislative auditor of Louisiana, and federal awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties. However, under Louisiana Revised Statute 24:513, this report is distributed by the Legislative Auditor as a public document.

Postlethwaite & Metairieville

Metairie, Louisiana
June 20, 2008



LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT

Schedule of Findings and Questioned Costs

Year ended December 31, 2007

Finding 2007-1

Wire Transfers

Criteria: The Airport should have a system of controls in place to prevent improper wire transfers.

Condition: Detective controls are in place to so that certain cash receipts into the bank account are correctly transferred out to other accounts. There are not adequate preventative controls in place to prevent the improper use of funds as three employees have access to submit wire transfers without secondary authorization.

Cause: The Airport has not developed adequate policies, procedures, and related controls to prevent improper wire transfers.

Effect: Failure to ensure adequate controls are in place and operating effectively could result in improper use of funds.

Recommendation: We recommend that procedures be put in place so that a staff member other than the one that called in or submitted the wire transfer has to authorize the wire.

*Views of Responsible
Officials and Planned
Corrective Action:*

The procedures in place to wire funds are as follows: an authorized initiator using a secret PIN number phones the Funds Transfer Department of the bank with wire instructions. The Funds Transfer Department of the bank phones one or both of the two authorized callback approvers, who are asked to supply a secret PIN number for verification. On occasion, the Funds Transfer Department of the bank cannot contact either one of the authorized callback approvers and will verify the wire with the authorized initiator, in order to ensure the transfer of the funds. The Aviation Board will ensure that the procedures requiring both an authorized initiator and an authorized callback approver are strictly adhered to in the future, and will notify the Funds Transfer Department of the bank of the same.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT

Schedule of Findings and Questioned Costs

Year ended December 31, 2007

Finding 2007-2

Ownership of Common Stock

Criteria: LSA-RS Title 33:2955 list the types of investments that political subdivisions are authorized and directed to invest monies in.

Condition: The Airport acquired common stock through the bankruptcy of three airlines. The Airport did not sell the stock upon receiving access to the stock. Under Louisiana Revised Statutes LSA-RS Title 33:2955 ownership of such stock is not allowed.

Cause: The issue resulted from the Airport obtaining the common stock due to bankruptcy proceedings of three airlines. The Airport did not immediately obtain access to the accounts. Between the time the stock was obtained and the time the Airport received access to the accounts, the stock lost value. Management wanted to hold the stock to see if the value would rise.

Effect: The Airport did not comply with the above requirements.

Recommendation: We recommend that the stock be sold.

Views of Responsible Officials and Planned Corrective Action: Management will comply.

7

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT

Summary Schedule of Prior Year Findings and Questioned Costs

Year ended December 31, 2007

Finding 06-1

Legislative Auditor Deadline

Recommendation: The City should evaluate its accounting and financial reporting policies, procedures, controls and resources to ensure its financial statements are submitted to the Legislative Auditor in accordance with the requirements of the state statute.

Current Status: Resolved.