

**TUCSON AIRPORT AUTHORITY | Audit Council Meeting**  
**Tuesday, November 16, 2021 | 9:30 a.m. | Remote Participation Only**

Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the Tucson Airport Authority (TAA) and to the public that the **Audit Council** will hold a meeting open to the public on **Tuesday, November 16, 2021, beginning at 9:30 a.m.** The meeting will be held by video and telephonically via the remote participation platform Webex. A link for members of the public to view the meeting will be posted along with the agenda at the web address below no less than 24 hours prior to the meeting.

<https://www.flytucson.com/taa/public-meeting-information/>

The agenda for the meeting is as follows:

**1. CALL TO ORDER | ROLL CALL | WELCOME AND INTRODUCTIONS**

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Izaro Urreiztieta, Chair     | <input type="checkbox"/> Steve Pagnucco   | <input type="checkbox"/> Tim Overton        |
| <input type="checkbox"/> David Smallhouse, Vice Chair | <input type="checkbox"/> John Fendenheim  | <input type="checkbox"/> Ellen Wheeler      |
| <input type="checkbox"/> Bill Assenmacher             | <input type="checkbox"/> Taunya Villicana | <input type="checkbox"/> Larry Cesare       |
| <input type="checkbox"/> Lisa Israel                  | <input type="checkbox"/> Dave Lyons       | <input type="checkbox"/> Guillermo Figueroa |

**2. APPROVAL OF MINUTES**

- a. **APPROVAL OF MINUTES:** Approve the minutes of the Audit Council meeting held on October 8, 2019.

**3. DISCUSSION | PRESENTATION**

- a. **FY 2022 AUDIT PLANNING REVIEW:** Representatives from the independent audit firm BeachFleischman will give a presentation on their strategy and methodology for the FY 2022 financial statement audit and related items. Members of the Audit Council may provide feedback to TAA staff and the auditors regarding the FY 2022 audit process.
- b. **INTERNAL AUDIT ACTIVITIES REPORT:** TAA staff will brief the Audit Council on the current state of the internal audit function.

**4. INFORMATION ITEMS**

- a. FY 2022 YTD Financials | Financial Summary/Aviation Activity Report

**5. ADJOURN**

**AUDIT COUNCIL - REGULAR MEETING**

**DRAFT**

**October 8, 2019**

**CALL TO ORDER:** Chair Bruce Dusenberry called to order a meeting of the Tucson Airport Authority (TAA) Audit Council on October 8, 2019, at 3:05 p.m., in the TAA Board Room. Other Council members present were Dave Lyons; Tim Overton; Izaro Urreiztieta; Steve Pagnucco; June Crawford. Absent were Henry Boice; Guillermo Figueroa and John Fendenheim. Others present included TAA staff members Danette Bewley, Interim President/CEO; Dick Gruentzel, Vice President of Administration and Finance/CFO; Kirk Eickhoff, Director of Finance; General Counsel, Chris Schmaltz, ; Jessie Butler, Director of Communications and External Relations; Cathy Borders, Acting Executive Assistant.

1. **FY 2019 External Audit Update: Mr. Dusenberry introduced Laura Randol of HBL CPAs PC, who introduced her staff and gave a brief overview of this year's audit process and schedule. Ms. Randol indicated that in addition to conducting the FY19 audit, HBL will also this year be preparing TAA's Financial Statements rather than TAA staff completing this task, consistent with industry practice. Ms. Randol reviewed upcoming changes in accounting standards none of which apply to TAA for FY19.**
2. **Internal Audit Activities Report: Mr. Gruentzel reviewed the Internal Audit Activities report for the Second Fiscal Quarter with the Council reviewing the completed audits of Richie's Café, Hudson Group and Creative Food Group. This**

*was the final quarterly report prepared by former Internal Audit Manager Peter Trinh, prior to his resignation from TAA. No significant findings were noted in the completed audits.*

3. **Administrative General:**

a. *Mr. Gruentzel gave an update on the Internal Auditor Recruitment stating that TAA's short-handed human resources staff has been busy recruiting for a number of open TAA positions and that efforts would turn toward the internal audit position in the near future. TAA's agreements with tenants and other service providers contain clauses that allow TAA to audit prior periods, so the delay in hiring a new internal auditor will not result in gaps in auditing tenant and service provider performance.*

b. *Mr. Gruentzel provided the following information regarding FY19 July year-to-date Financial Performance: Operating Income is favorable to budget by \$3,527,205 due to higher revenue from space rentals and Concessions. Operating Expenses were favorable Year-to-date by \$1,104,175 (4.2%).*

*Mr. Gruentzel referred the Council members to the Air Service Activity Report showing August year-to-date passengers have increased by 6.9% over the prior year. Mr. Gruentzel also discussed the results of a recently completed "Passenger Retention and Leakage" study which indicated that Tucson's*

*passengers driving to Phoenix have declined by 5% since the previous study two years ago while Tucson's retention numbers have increased by 4.6%.*

*c. Mr. Gruentzel asked the Audit Council to review the Audit Council Purpose document included in the agenda packet.*

**ADJOURNMENT:** The meeting was adjourned at approximately 3:48 p.m.

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Byron M. Jones, CMC, TAA Clerk

**Date:** November 16, 2021

**To:** Chairman and Members of the TAA Audit Council  
**From:** Kirk Eickhoff, Vice President/Chief Financial Officer  
**Re:** Current Status of the Internal Audit Function at TAA

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**Background**

Historically, TAA has maintained an internal audit function. This function serves a dual purpose. The first and most important function of this role is to audit the financial and statistical reporting provided by tenants. This function is vital as TAA largely relies on self-reporting by tenants that pay rent as a percent of revenue or based on specific activity volumes. Periodically auditing this type of tenant reporting provides assurance to TAA that the figures being provided are accurate and complete. The secondary purpose of this role is to audit and report on TAA's adherence to federal and state regulations and internal policies. These internal audit programs may be financial or non-financial in nature. This type of auditing promotes effective management, to help identify control deficiencies, and may help reduce TAA's overall risk profile for external auditors.

TAA has not engaged in any formal internal audit practices since the resignation of the Internal Audit Manager in the summer of 2019. The vacant internal audit position was previously advertised and TAA was recruiting for several months in 2019 and early 2020. However, in February of 2020 in response to the COVID-19 outbreak and subsequent decrease in air travel, the position was identified as non-critical and recruiting was halted. With airport concession revenues dramatically reduced throughout the pandemic, the value of the internal audit function was significantly reduced.

**Current State of Internal Audit Function**

TAA does not currently have an internal audit function. Fortunately, the FY 2022 budget included funding for an internal auditor beginning in April of 2022. Recruiting for the role should commence in January or February of 2022. This will provide an opportunity to critically examine the job description and determine the highest best use for the role. The key decisions will include the proportion of time spent on external revenue audits compared to internal audits and regulatory compliance.

**Moving Forward**

Once TAA hires an Internal Auditor, the Audit Council will be critical in helping the auditor identify and focus on the significant and high-impact areas. The auditor will produce an annual audit schedule and brief the council on individual audit programs and results.

Feel free to reach to me if you would like to discuss the future of this function and position. I can be reached by phone at (520) 573-4862 or by email at [keickhoff@flytucson.com](mailto:keickhoff@flytucson.com).

Date: November 8, 2021

To: TAA Audit Council

From: Kirk Eickhoff, Vice President/CFO

Re: **Summary of Financial Performance for September 2021**

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Financial Performance

- Operating Income before Depreciation and Amortization (MTD & YTD vs budget)
  - Tucson Airport Authority generated operating income before depreciation and amortization of \$529,441 for September 2021, which is \$698,031 favorable to budget.
  - Year-to-date, TAA's operating income before depreciation and amortization of \$4,784,895 is favorable to budget by \$7,495,300 due to favorable operating revenues and expenses described below.
  
- Operating Revenues (MTD & YTD vs budget)
  - Total monthly operating revenue of \$3,199,285 is favorable to budget by \$561,519 or 21.3% and favorable to prior year by \$360,475 or 12.7%. The increase from prior year is largely due to increased concession revenue, driven by a higher than anticipated recovery of passenger volumes. Total monthly operating revenues were down \$1,256,937 (28.2%) compared to FY 2019 (pre-COVID; also including post-close audit adjustments).
  - Year-to-date operating revenues were greater than budgeted by \$5,111,767 or 16.4%, with favorable variances in all categories. Landing Fees, concession revenues, and other operating revenues contributed the largest variances.
    - The favorable variance in landing fees is largely attributable to higher-than-expected passenger volumes. The favorable variance in concession revenue is largely attributable to higher-than-expected rental car revenues and parking revenues. The variance in other operating revenues is largely attributable to higher-than-expected tie-down fees and customer facility charges.
  
- Operating Expenses (MTD vs YTD vs budget)
  - In September, total operating expenses were lower than budget by \$136,512, largely due to lower-than-anticipated personnel expenses resulting from TAA's reduced employer contribution requirement to the Arizona Public Safety Personnel Retirement System (PSPRS). The reduction is due to the substantial elimination of the PSPRS pension liability through a one-time lump sum payment in April.
  - Year-to-date operating expenses of \$31,544,826 are favorable to budget by \$2,383,533 or 7.0%. All expense categories were lower than budgeted, with personnel expenses and contractual services driving most of the favorable variance due to timing on maintenance and repair contracts, airport consultant fees, and a reduction in TAA's public safety pension expense.

# FINANCIAL SUMMARY



For the year ending September 30, 2021

**TUCSON AIRPORT AUTHORITY  
STATEMENT OF REVENUES , EXPENSES AND  
CHANGES IN NET POSITION**

	CURRENT MONTH - September			September 2020	September 2019
	BUDGET	ACTUAL	FAV (UNFAV)	ACTUAL	ACTUAL
<b>OPERATING REVENUES:</b>					
Landing fees	\$ 113,588	\$ 180,327	\$ 66,739	\$ 105,312	\$ 220,281
Space rentals	979,041	922,602	(56,439)	1,169,541	1,237,836
Land rent	296,440	314,089	17,649	308,452	293,286
Concession revenue	806,649	1,292,544	485,895	499,581	1,485,654
Reimbursed services	261,459	271,887	10,428	329,295	392,015
Other operating revenues	180,589	217,836	37,247	426,629	827,150
<b>Total Operating Revenues</b>	<b>2,637,766</b>	<b>3,199,285</b>	<b>561,519</b>	<b>2,838,810</b>	<b>4,456,222</b>
<b>OPERATING EXPENSES:</b>					
Personnel expenses	1,903,393	1,656,918	246,475	3,053,460	3,094,893
Contractual services	688,932	729,353	(40,421)	742,046	981,947
Materials and supplies	122,357	194,848	(72,491)	203,719	219,508
Other operating expenses	91,674	88,725	2,949	348,881	82,690
<b>Total Operating Expenses</b>	<b>2,806,356</b>	<b>2,669,844</b>	<b>136,512</b>	<b>4,348,106</b>	<b>4,379,038</b>
<b>NET OPERATING INCOME (LOSS) BEFORE DEPRECIATION AND AMORTIZATION</b>	<b>(168,590)</b>	<b>529,441</b>	<b>698,031</b>	<b>(1,509,296)</b>	<b>77,184</b>
Depreciation and Amortization	1,583,134	1,662,634	(79,500)	1,565,325	1,605,418
<b>OPERATING INCOME (LOSS)</b>	<b>(1,751,724)</b>	<b>(1,133,193)</b>	<b>618,531</b>	<b>(3,074,621)</b>	<b>(1,528,234)</b>
<b>NONOPERATING INCOME (EXPENSES)</b>					
Interest Income	76,666	47,769	(28,897)	53,467	167,514
Net increase/(decrease) in fair value of investments	-	(131,754)	(131,754)	(56,210)	(33,274)
Passenger facility charges	285,917	438,391	152,474	236,499	720,473
Interest expense and fiscal charges	(70,590)	(70,590)	-	(78,028)	(85,244)
Gain/(Loss) on disposition of capital assets	-	-	-	3,260	39,600
Environmental remediation expenses*	-	-	-	(394,453)	(1,587,039)
Other nonoperating revenues (expenses)	2,314,632	2,314,509	(123)	(772,283)	(35,686)
<b>Total nonoperating revenues (expenses)</b>	<b>2,606,625</b>	<b>2,598,325</b>	<b>(8,300)</b>	<b>(1,007,748)</b>	<b>(813,656)</b>
<b>INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS</b>	<b>854,901</b>	<b>1,465,132</b>	<b>610,231</b>	<b>(4,082,369)</b>	<b>(2,341,890)</b>
<b>CAPITAL CONTRIBUTIONS:</b>					
Federal	2,720,764	1,586,167	(1,134,597)	4,702,155	839,687
State	94,352	62,714	(31,638)	266,812	41,245
<b>Total capital contributions</b>	<b>2,815,116</b>	<b>1,648,881</b>	<b>(1,166,235)</b>	<b>4,968,967</b>	<b>880,932</b>
<b>INCREASE (DECREASE) IN NET POSITION</b>	<b>\$ 3,670,016</b>	<b>\$ 3,114,013</b>	<b>\$ (556,004)</b>	<b>\$ 886,598</b>	<b>\$ (1,460,958)</b>

\*Pending FY21 adjustment to environmental remediation payable.



**TUCSON AIRPORT AUTHORITY**  
**STATEMENT OF REVENUES , EXPENSES AND**  
**CHANGES IN NET POSITION**  
*For the year ending September 30, 2021*

	CURRENT YEAR TO DATE			SEPTEMBER 2020	SEPTEMBER 2019
	BUDGET	ACTUAL	FAV (UNFAV)	ACTUAL	ACTUAL
<b>OPERATING REVENUES:</b>					
Landing fees	\$ 1,446,013	\$ 1,973,618	\$ 527,605	\$ 2,037,041	\$ 3,070,839
Space rentals	11,748,396	11,906,925	158,529	14,560,223	15,046,170
Land rent	3,557,277	3,709,428	152,151	3,789,349	3,515,665
Concession revenue	9,141,854	12,409,104	3,267,250	11,878,384	18,624,434
Reimbursed services	3,137,503	3,335,908	198,405	3,611,852	3,278,715
Other operating revenues	2,186,911	2,994,738	807,827	2,992,525	3,725,228
<b>Total operating revenues</b>	<b>31,217,954</b>	<b>36,329,721</b>	<b>5,111,767</b>	<b>38,869,374</b>	<b>47,261,051</b>
<b>OPERATING EXPENSES:</b>					
Personnel expenses	23,036,573	21,676,103	1,360,470	23,272,979	22,646,456
Contractual services	8,170,192	7,354,088	816,104	6,720,940	7,380,899
Materials and supplies	1,549,101	1,525,155	23,946	1,859,050	1,595,222
Other operating expenses	1,172,493	989,480	183,013	1,455,350	954,281
<b>Total Operating Expenses</b>	<b>33,928,359</b>	<b>31,544,826</b>	<b>2,383,533</b>	<b>33,308,319</b>	<b>32,576,858</b>
<b>NET OPERATING INCOME BEFORE DEPRECIATION AND AMORTIZATION</b>	<b>(2,710,405)</b>	<b>4,784,895</b>	<b>7,495,300</b>	<b>5,561,055</b>	<b>14,684,193</b>
Depreciation and Amortization	18,876,059	19,125,386	(249,327)	18,507,886	18,340,644
<b>OPERATING INCOME (LOSS)</b>	<b>(21,586,464)</b>	<b>(14,340,491)</b>	<b>7,245,973</b>	<b>(12,946,831)</b>	<b>(3,656,451)</b>
<b>NONOPERATING REVENUES (EXPENSES):</b>					
Interest Income	920,000	485,673	(434,327)	2,330,044	3,079,095
Net increase/(decrease) in fair value of investments	-	(169,672)	(169,672)	47,394	1,753,938
Passenger facility charges	3,613,882	4,474,375	860,493	4,265,140	7,229,199
Interest expense and fiscal charges	(871,573)	(871,573)	-	(960,095)	(1,077,162)
Gain/(Loss) on disposition of capital assets	-	(22,866)	(22,866)	5,538,871	45,589
Environmental remediation expenses*	-	-	-	(394,453)	(1,587,039)
Nonoperating grants-in-aid	-	-	-	5,122,256	256,676
Other nonoperating revenues (expenses)	20,213,287	20,219,423	6,136	58,888	-
<b>Total nonoperating revenues (expenses)</b>	<b>23,875,597</b>	<b>24,115,360</b>	<b>239,763</b>	<b>16,008,045</b>	<b>9,700,296</b>
<b>INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS</b>	<b>2,289,133</b>	<b>9,774,869</b>	<b>7,485,736</b>	<b>3,061,214</b>	<b>6,043,845</b>
<b>CAPITAL CONTRIBUTIONS:</b>					
Federal	9,541,980	7,230,625	(2,311,355)	15,808,720	3,254,109
State	424,148	675,203	251,055	954,820	132,346
<b>Total capital contributions</b>	<b>9,966,128</b>	<b>7,905,828</b>	<b>(2,060,300)</b>	<b>16,763,540</b>	<b>3,386,455</b>
<b>INCREASE (DECREASE) IN NET POSITION</b>	<b>\$ 12,255,260</b>	<b>17,680,697</b>	<b>\$ 5,425,437</b>	<b>19,824,754</b>	<b>9,430,300</b>
<b>TOTAL NET POSITION, (BEGINNING)</b>		<b>416,225,899</b>		<b>396,401,145</b>	<b>386,970,845</b>
<b>TOTAL NET POSITION, (ENDING)</b>		<b>\$ 433,906,596</b>		<b>\$ 416,225,899</b>	<b>\$ 396,401,145</b>

\*Pending FY21 adjustment to environmental remediation payable.

**TUCSON AIRPORT AUTHORITY  
STATEMENT OF NET POSITION**

**ASSETS**

**CURRENT ASSETS**

Unrestricted assets:

	<u>September-21</u>	<u>September-20</u>
Cash and cash equivalents	\$ 15,279,331	\$ 71,520,407
Investments	125,647,887	83,278,353
Accounts receivable, net of allowance for doubtful accounts of \$313,380 and \$313,380 for FY2021 and FY2020, respectively	2,193,810	1,976,854
Accrued interest receivable	163,925	185,231
Grants receivable	1,499,464	9,272,133
Inventories	395,531	328,256
Prepaid expenses and other assets	978,463	721,365
<b>Total unrestricted current assets</b>	<u>146,158,411</u>	<u>167,282,599</u>

Restricted assets:

Cash and cash equivalents	1,835,631	10,132,836
Investments	20,942,989	12,423,496
Accounts receivable	722,096	410,268
Accrued interest receivable	43,342	47,465
<b>Total restricted current assets</b>	<u>23,544,058</u>	<u>23,014,065</u>

**Total current assets**

**169,702,469**      **190,296,664**

**Noncurrent assets:**

Unrestricted assets:

Accounts receivable	88,995	298,252
Capital assets		
Not depreciated	145,055,453	137,439,046
Depreciated, net	189,108,075	195,364,003
<b>Net capital assets</b>	<u>334,163,528</u>	<u>332,803,049</u>
<b>Total unrestricted noncurrent assets</b>	<u>334,252,523</u>	<u>333,101,301</u>

**Total noncurrent assets**

**334,252,523**      **333,101,301**

**TOTAL ASSETS**

503,954,992      523,397,965

**DEFERRED OUTFLOWS OF RESOURCES**

Deferred outflows from pensions	6,091,332	6,091,332
<b>Total deferred outflows of resources</b>	<u>6,091,332</u>	<u>6,091,332</u>

**TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES**

**\$ 510,046,325**      **\$ 529,489,297**

**TUCSON AIRPORT AUTHORITY  
STATEMENT OF NET POSITION**

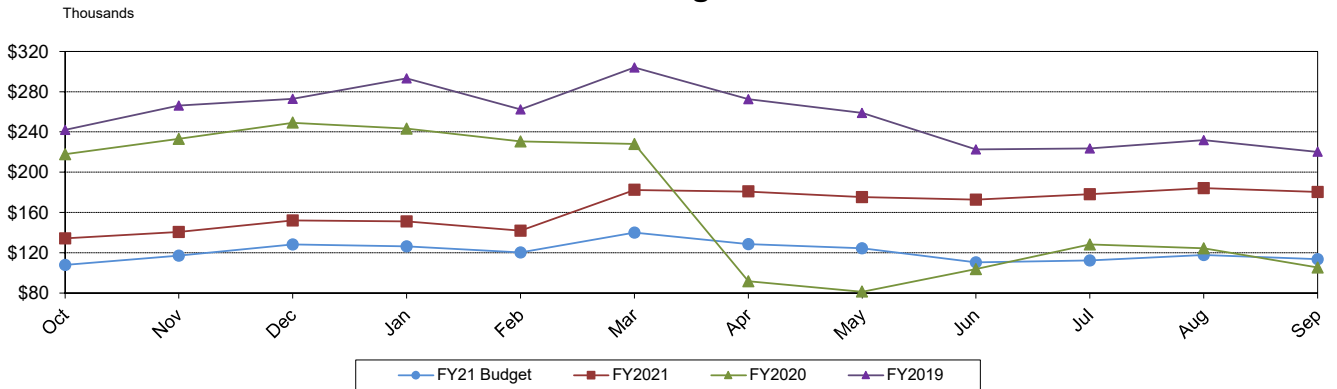
<b>LIABILITIES</b>	<b><u>September-21</u></b>	<b><u>September-20</u></b>
<b>CURRENT LIABILITIES</b>		
<b>Payable from unrestricted assets:</b>		
Accounts payable	\$ 832,241	\$ 1,263,230
Accrued expenses	1,710,618	1,855,991
Unearned revenue	2,829,140	2,733,808
Construction contracts payable	-	5,205,743
Current portion of environmental remediation payable	3,877,381	4,987,354
Current portion of bonds payable:		
Airport Subordinate Lien Revenue Bonds, Series 2018	1,565,000	1,510,000
Total payable from unrestricted assets	<u>10,814,380</u>	<u>17,556,125</u>
Payable from restricted assets		
Current portion of environmental remediation payable	402,420	402,420
Total payable from restricted assets	<u>402,420</u>	<u>402,420</u>
<b>Total current liabilities</b>	<b><u>11,216,800</u></b>	<b><u>17,958,545</u></b>
<b>NONCURRENT LIABILITIES</b>		
Payable from unrestricted assets		
Bonds payable, net of current portion:		
Airport Subordinate Lien Revenue Bonds, Series 2018	25,062,449	28,244,373
Net pension liability	20,684,399	47,884,399
Environmental Remediation Payable, net of current portion	18,306,912	18,306,912
Total payable from unrestricted assets	<u>64,053,760</u>	<u>94,435,684</u>
<b>Total noncurrent liabilities</b>	<b><u>64,053,760</u></b>	<b><u>94,435,684</u></b>
 <b>TOTAL LIABILITIES</b>	 <b><u>\$ 75,270,560</u></b>	 <b><u>\$ 112,394,229</u></b>

**TUCSON AIRPORT AUTHORITY  
STATEMENT OF NET POSITION**

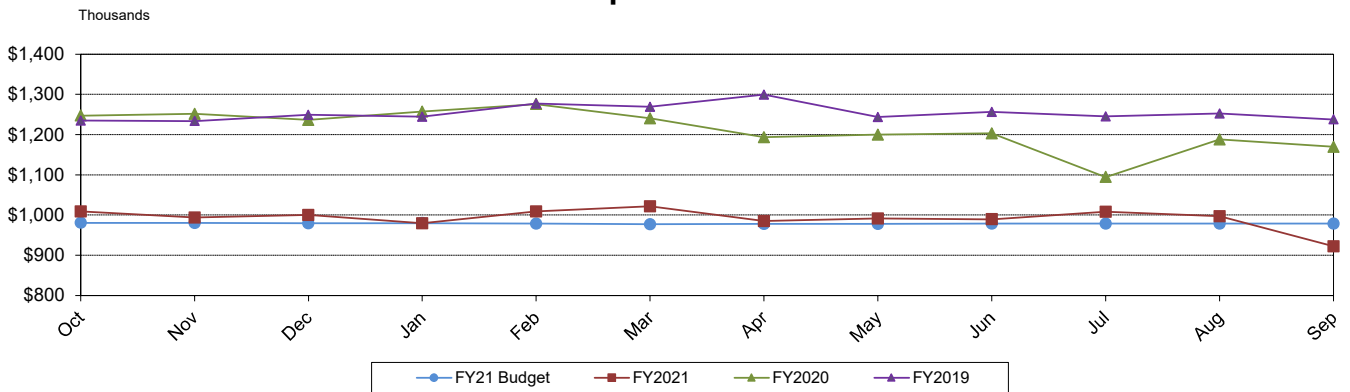
**LIABILITIES & NET ASSETS (Con't)**

	<u>September-21</u>	<u>September-20</u>
<b>DEFERRED INFLOWS OF RESOURCES</b>		
Deferred inflows from pensions	\$ 869,169	\$ 869,169
<b>TOTAL DEFERRED INFLOWS OF RESOURCES</b>	<u>869,169</u>	<u>869,169</u>
<b>NET POSITION</b>		
Net Investment in capital assets	307,536,079	303,048,676
Restricted:		
Debt service	(350)	0
Capital projects	<u>23,544,408</u>	<u>22,611,645</u>
	23,544,058	22,611,645
Unrestricted	<u>102,826,459</u>	<u>90,565,578</u>
<b>TOTAL NET POSITION</b>	<u><b>433,906,596</b></u>	<u><b>416,225,899</b></u>
<b>TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION</b>	<u><b>\$ 510,046,325</b></u>	<u><b>\$ 529,489,297</b></u>

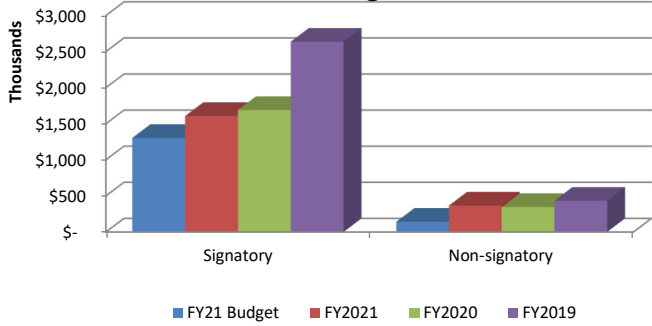
### Landing Fees



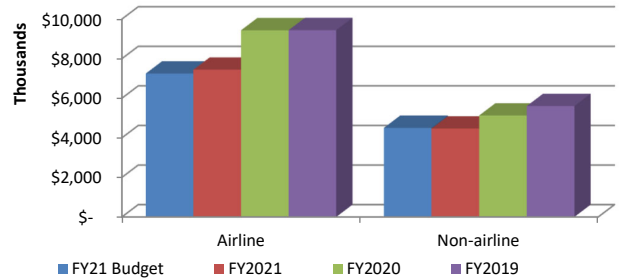
### Space Rentals

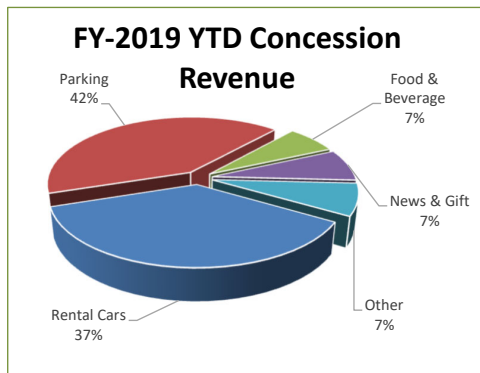
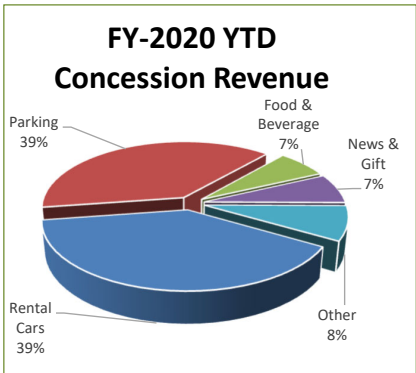
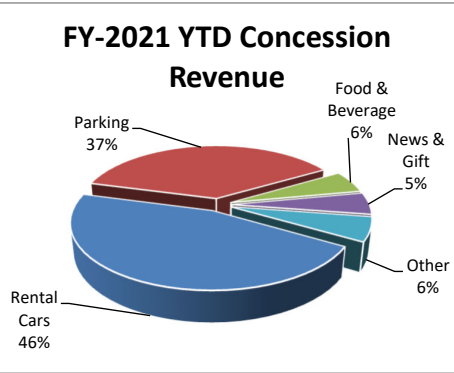
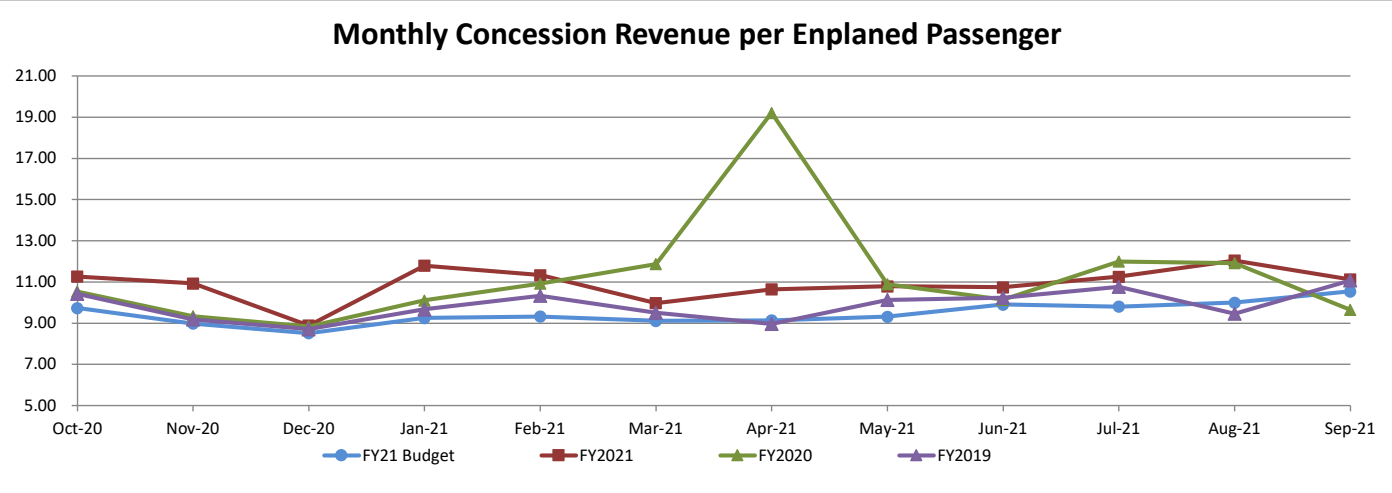
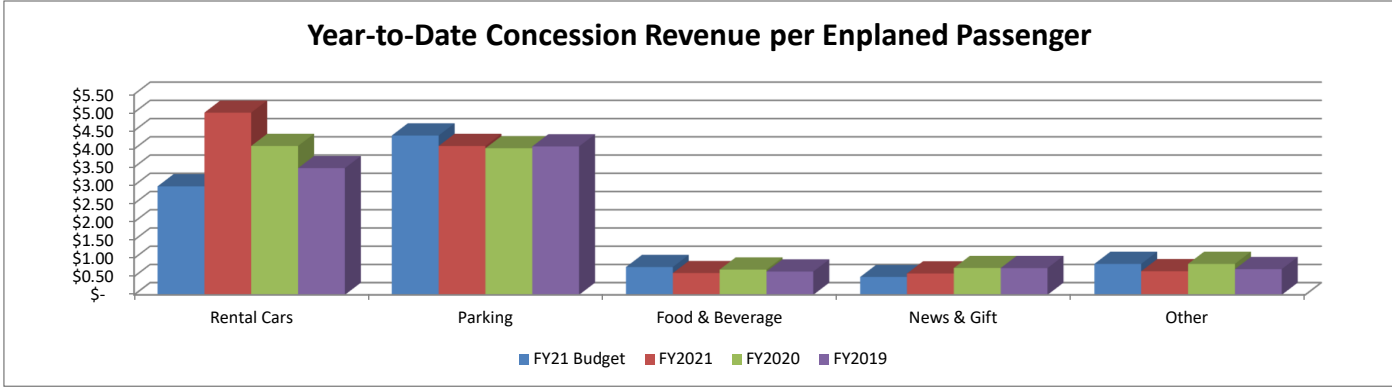
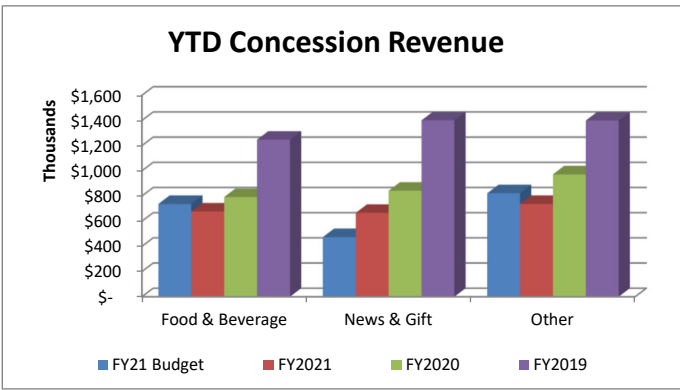
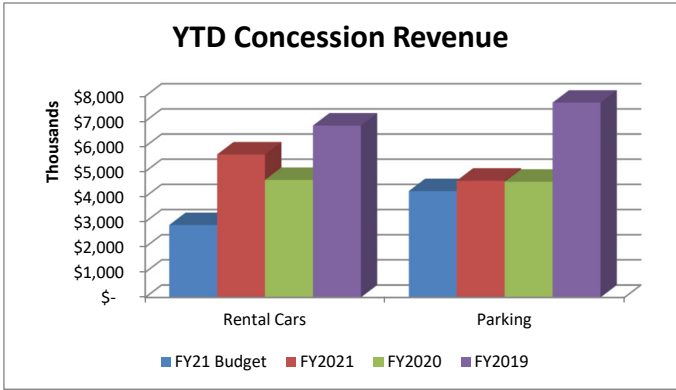


### YTD Landing Fees



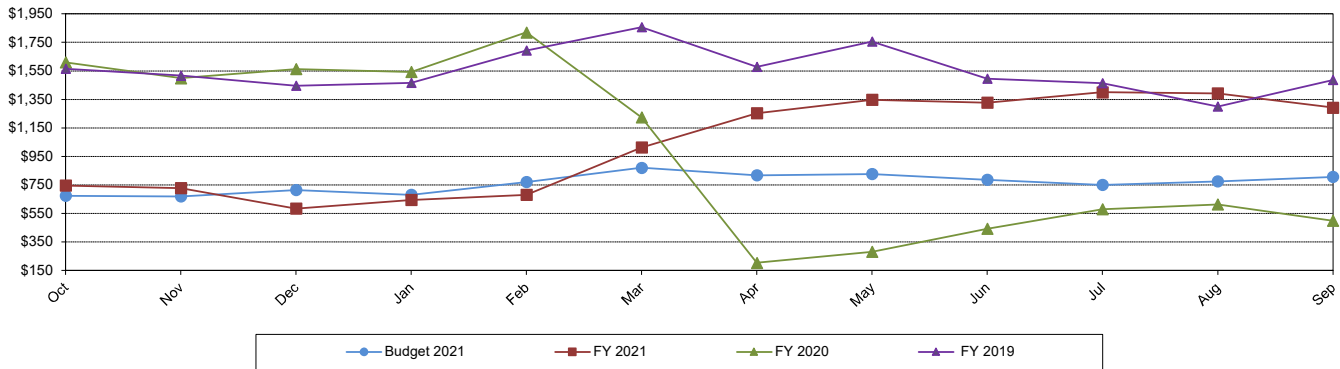
### YTD Space Rentals





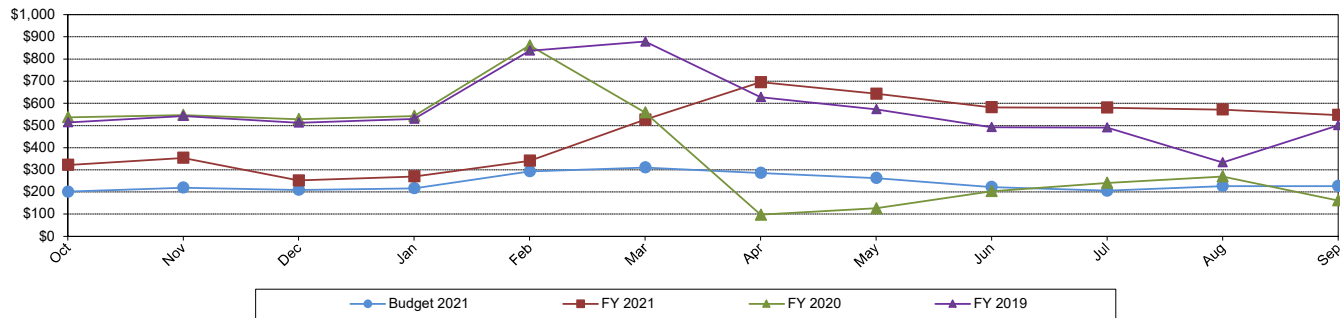
### Total Concession Revenue

Thousands



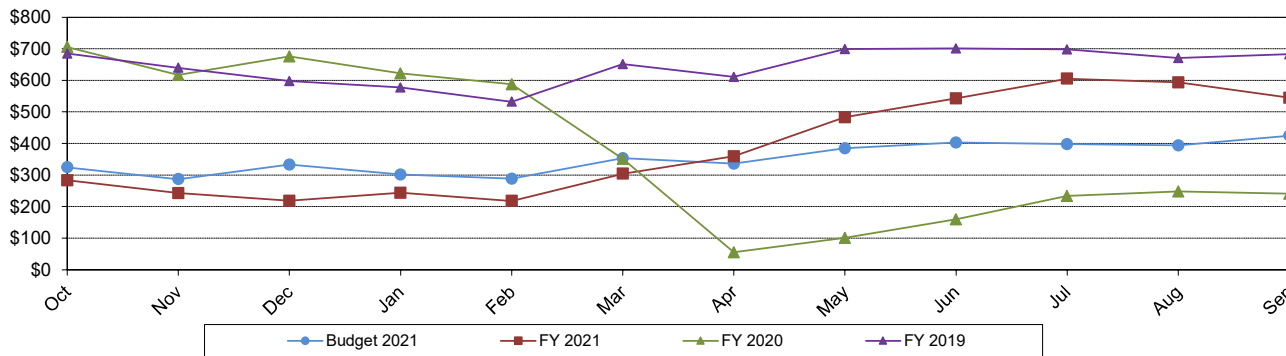
### Rental Car Revenue

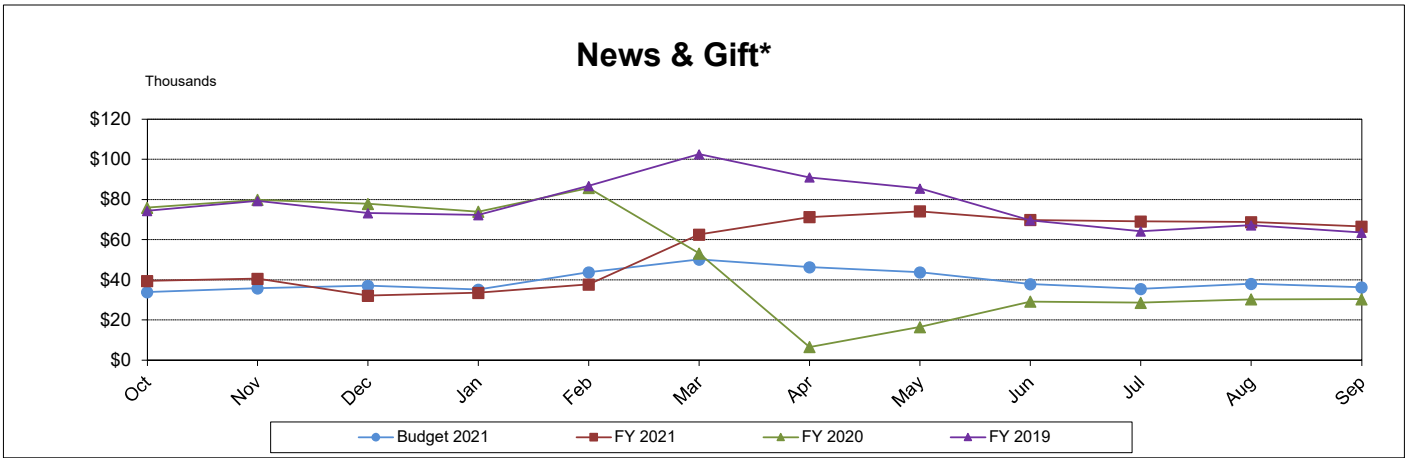
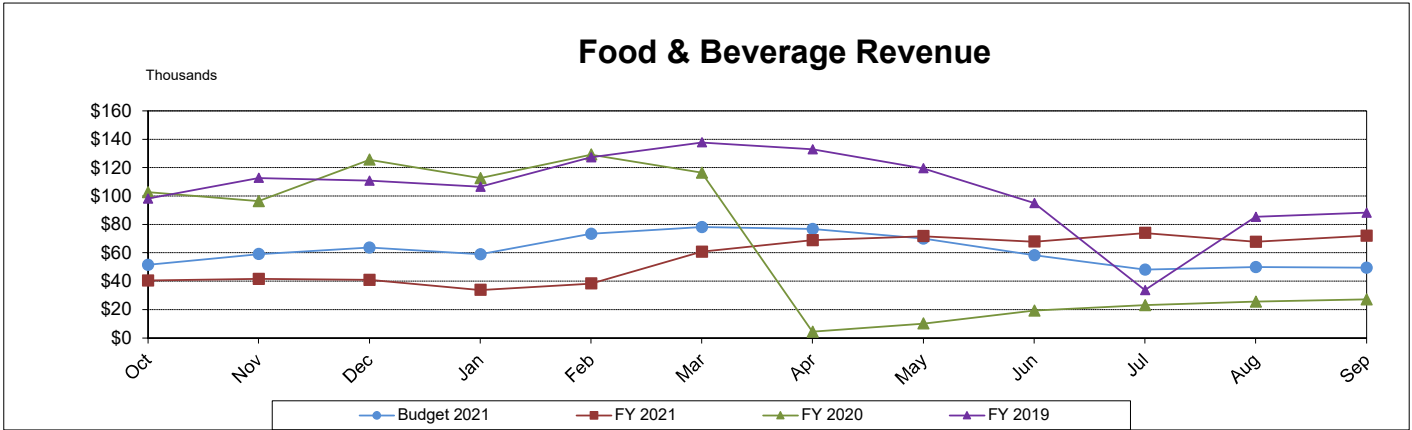
Thousands



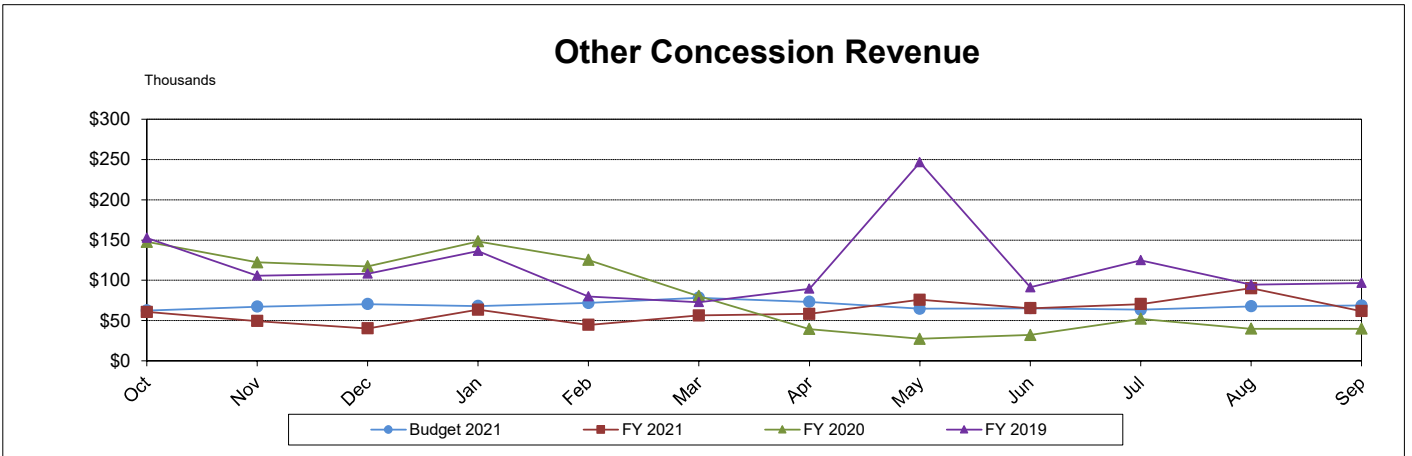
### Parking Revenue

Thousands

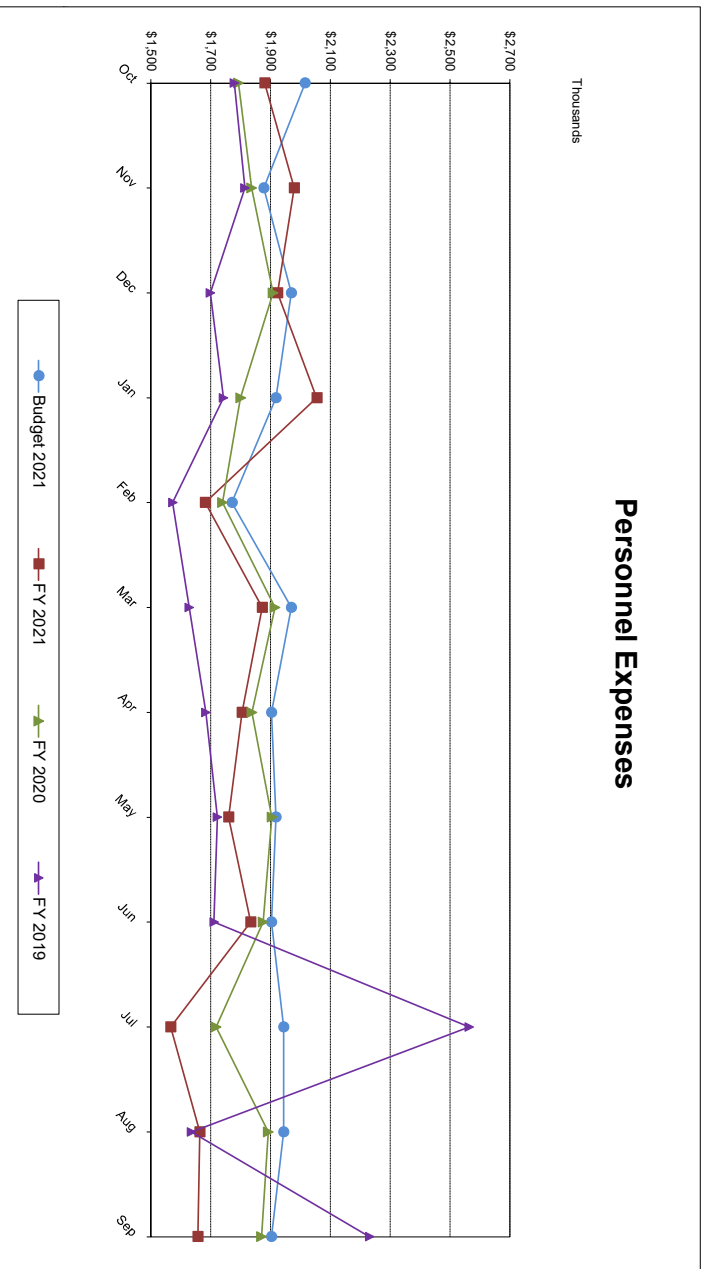
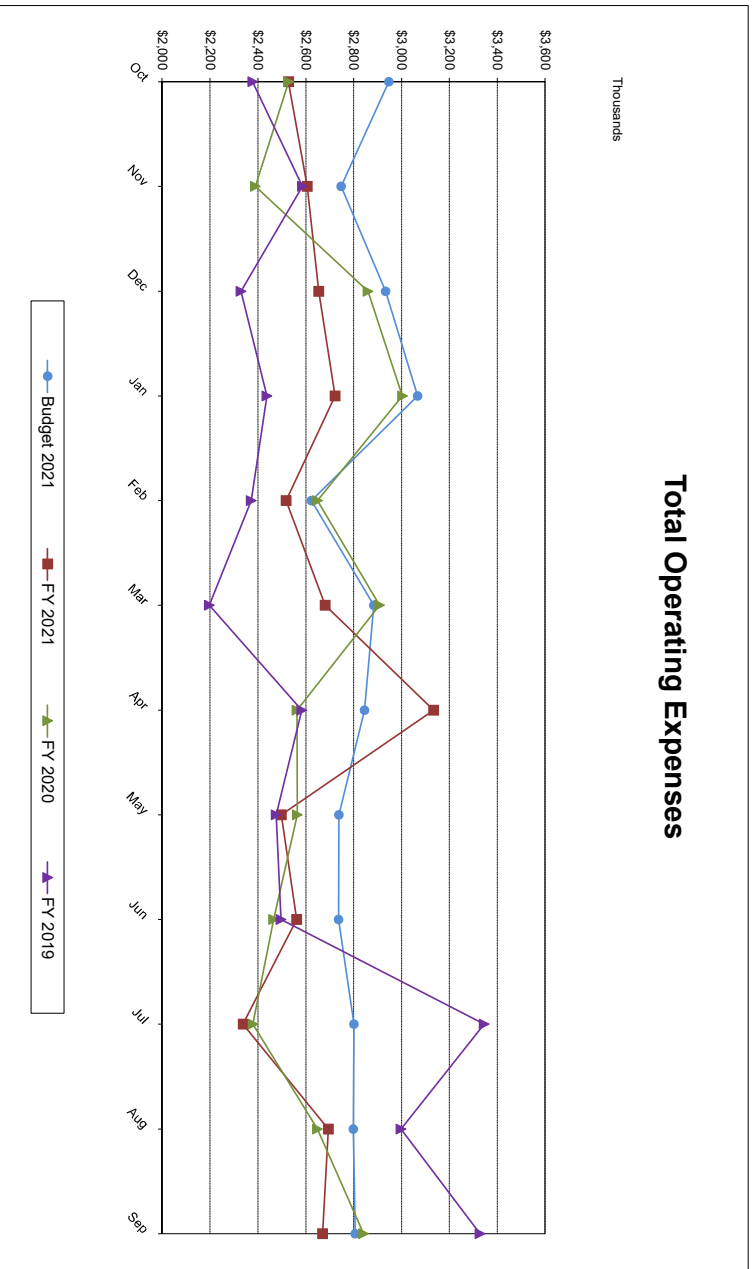




\*Hudson News is required to pay the greater of a calculated percent of gross revenue or a monthly minimum guarantee (MAG) of \$117k. However, in light of the impact of COVID -19 on passenger volume, the MAG was suspended in April 2020.

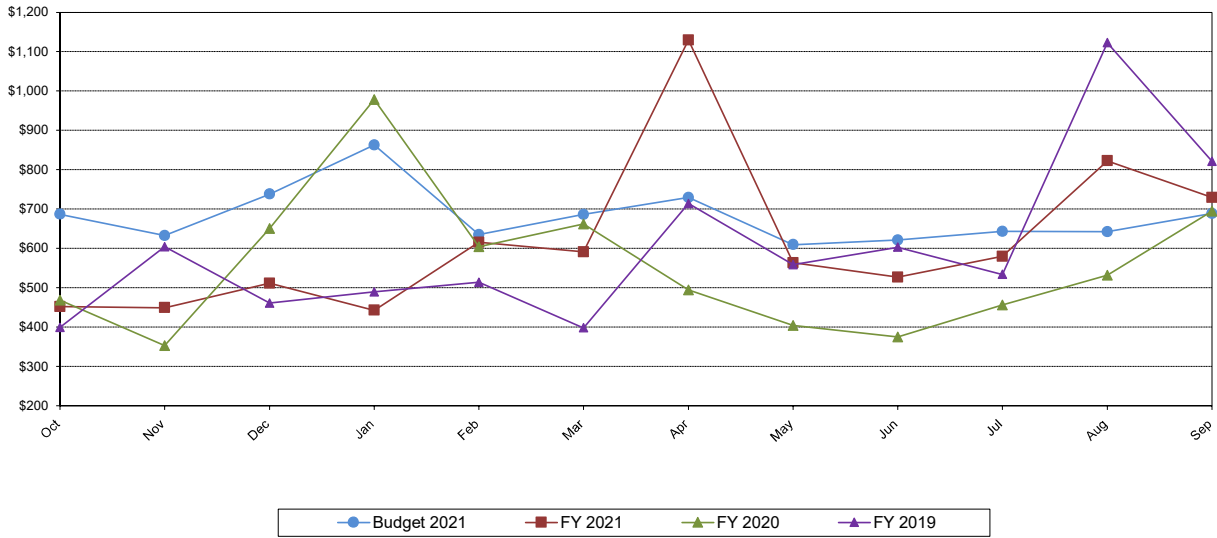






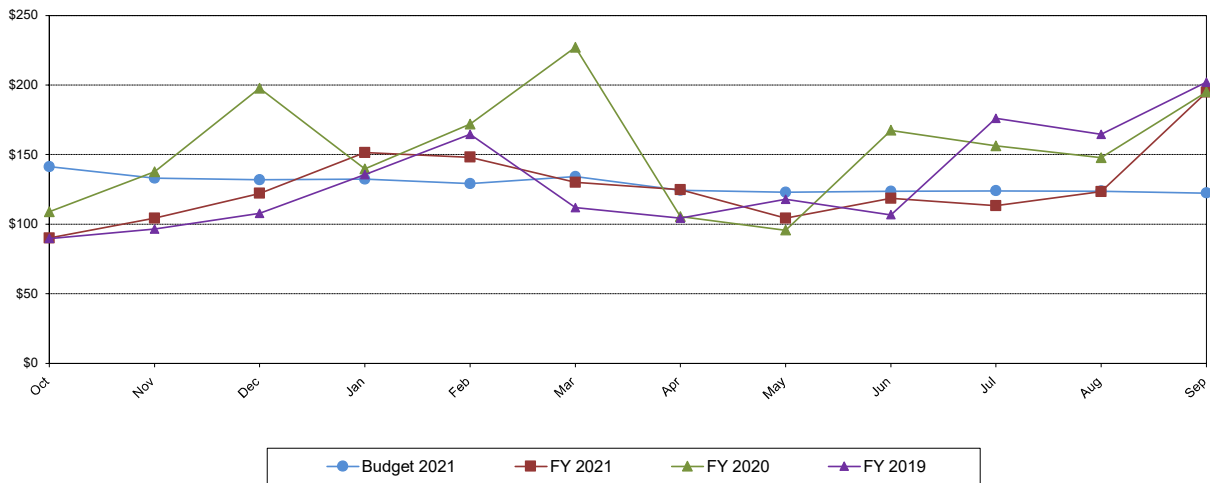
### Contractual Services

Thousands



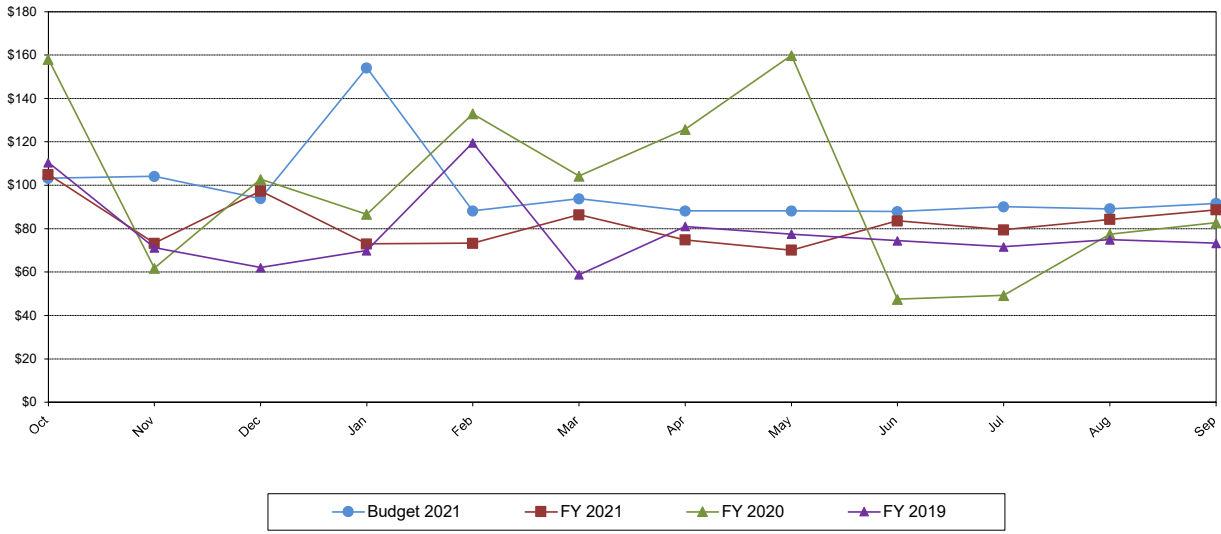
### Materials and Supplies

Thousands

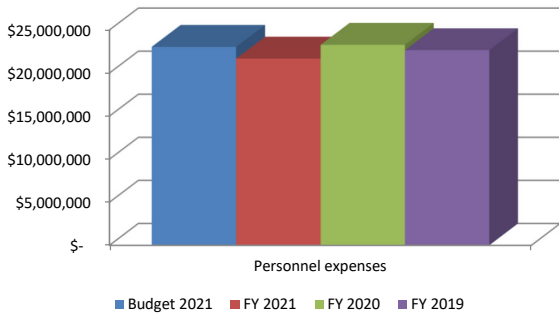


# Other Operating Expenses

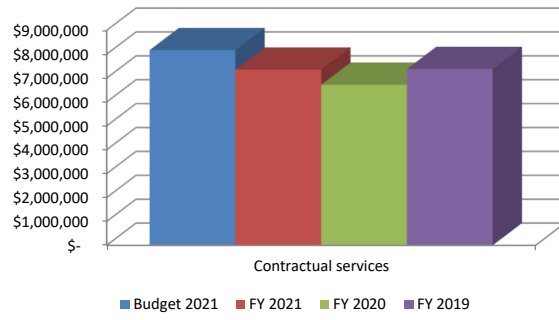
Thousands



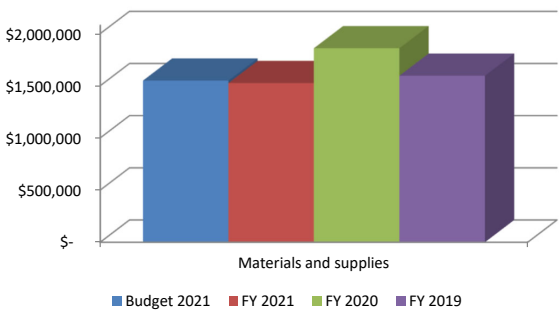
### YTD Personnel Expenses



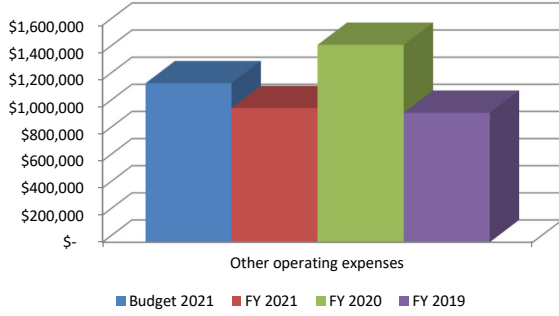
### YTD Contractual Services



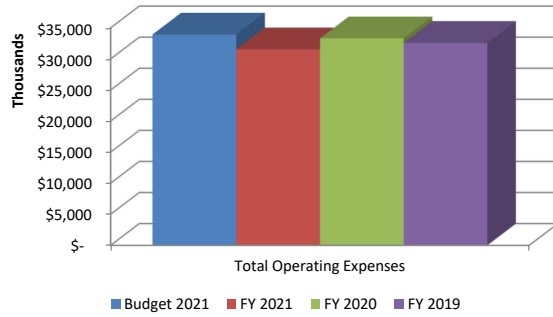
### YTD Materials and Supplies



### YTD Other Operating Expenses



### YTD Total Operating Expenses



Date: November 3, 2021

**To:** TAA Board of Directors

**From:** Kirk Eickhoff, Vice President/CFO

**Re:** **Aviation Activity and Statistics for September 2021**

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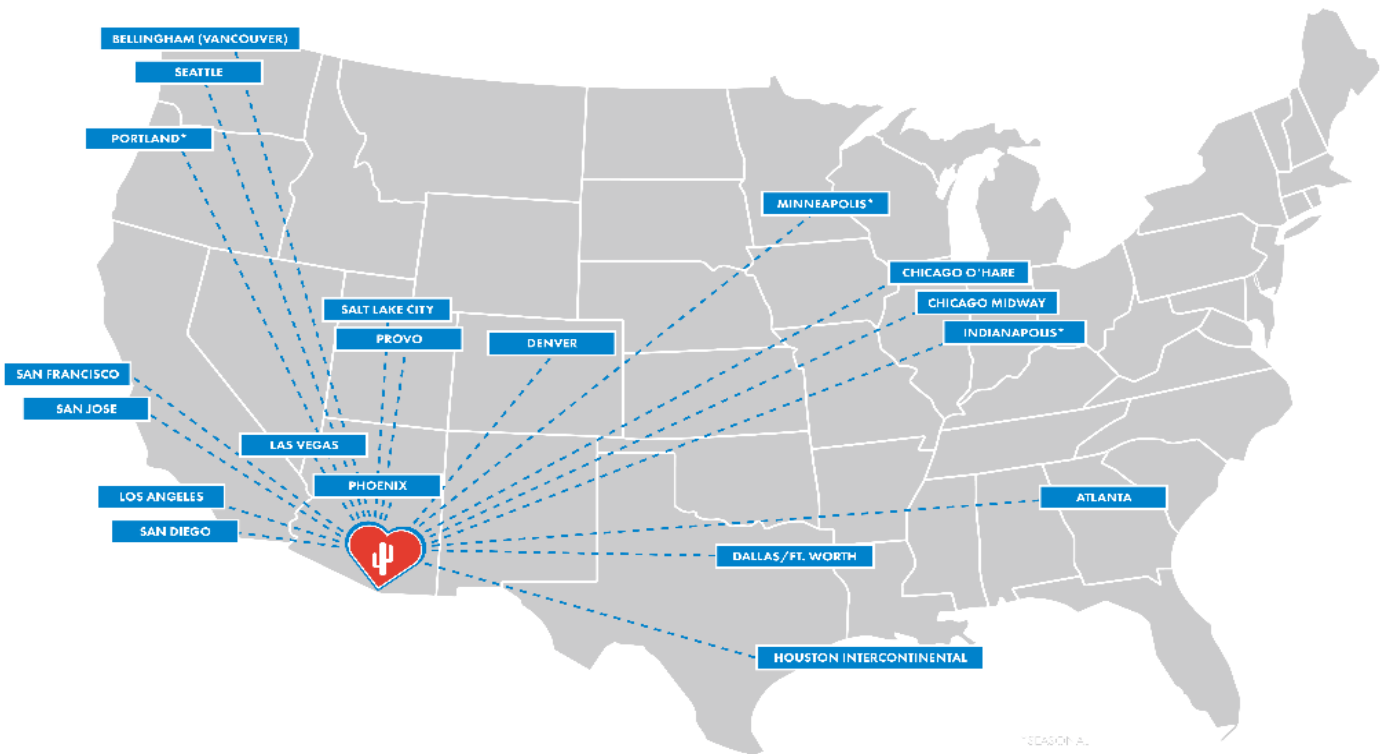
Summary of Operations and Statistics

- Total Passengers (MTD & YTD vs prior year)
  - Total passengers for the month of September 2021 were 123.6% higher than prior year.
  - YTD total passengers were 1.1% lower than prior year.
- Average Daily Scheduled Departures (MTD vs prior year, changes by routes & carrier)
  - The month of August had an average daily departure count of 43, which was 20 higher than prior year.
  - The increase was attributable to service to Atlanta (1), Denver (2), Dallas/Ft. Worth (2), Houston Hobby (1), Houston Bush (2), Los Angeles (5), Chicago O'Hare (2), Phoenix (1), San Diego (1), and Seattle/Tacoma (1), San Francisco (1), and Salt Lake City (1).
  - Departure increases by carrier included American (8), United (6), Delta (3), and Southwest (3).
- Average Daily Seat capacity (MTD vs prior years)
  - Seat capacity for September 2021 was 88.1% higher than prior year and 9.1% lower than 2019.
- Load Factors (MTD & YTD vs prior years)
  - The load factor for September was 80.9%, which is 13.1% higher than FY2020 and 4.0% lower than FY2019 for the same month.
  - The September year-to-date load factor of 72.3% was 5.0% higher than FY2020 and 11.3% lower than FY2019.
- Aircraft Operations (MTD & YTD vs prior year)
  - Freight, measured in pounds, is 3.7% higher in September compared the same month last year and year-to-date is 7.0% higher than prior year.
  - Total aircraft operations were 3.1% higher than the same month last year, with increases in all categories, except general aviation.
  - Year-to-date operations are 14.3% higher than prior year, with increases air taxi, military and general aviation offset a by decrease in air carrier.

# AVIATION ACTIVITY REPORTS

## Tucson International Airport (TUS)

For the year ending September 30, 2021



**TUCSON AIRPORT AUTHORITY  
TUS PASSENGER ACTIVITY  
TUCSON AIRPORT AUTHORITY  
TUS ACTIVITY OVERVIEW**

PASSENGERS*				Fiscal YTD		
	Sep-21	Sep-20	% CHANGE	2021	2020	% CHANGE
ENPLANED	116,183	51,785	124.4%	1,137,279	1,144,018	-0.6%
DEPLANED	113,962	51,156	122.8%	1,120,302	1,139,759	-1.7%
<b>TOTAL</b>	<b>230,145</b>	<b>102,941</b>	<b>123.6%</b>	<b>2,257,581</b>	<b>2,283,777</b>	<b>-1.1%</b>

\*Passenger figures include non-revenue passengers.

**LANDED WEIGHT\*\***

AIR CARGO	13,053	13,183	-1.0%	162,325	162,882	-0.3%
AIR CARRIER	135,803	70,154	93.6%	1,470,720	1,515,076	-2.9%
<b>TOTAL</b>	<b>148,856</b>	<b>83,337</b>	<b>78.6%</b>	<b>1,633,045</b>	<b>1,677,958</b>	<b>-2.7%</b>

\*\*In thousand pound units.

**FREIGHT (in pounds)**

ENPLANED	2,399,796	2,663,024	-9.9%	31,104,323	30,490,801	2.0%
DEPLANED	3,202,026	2,738,056	16.9%	36,539,145	32,756,102	11.5%
<b>TOTAL</b>	<b>5,601,822</b>	<b>5,401,080</b>	<b>3.7%</b>	<b>67,643,468</b>	<b>63,246,903</b>	<b>7.0%</b>

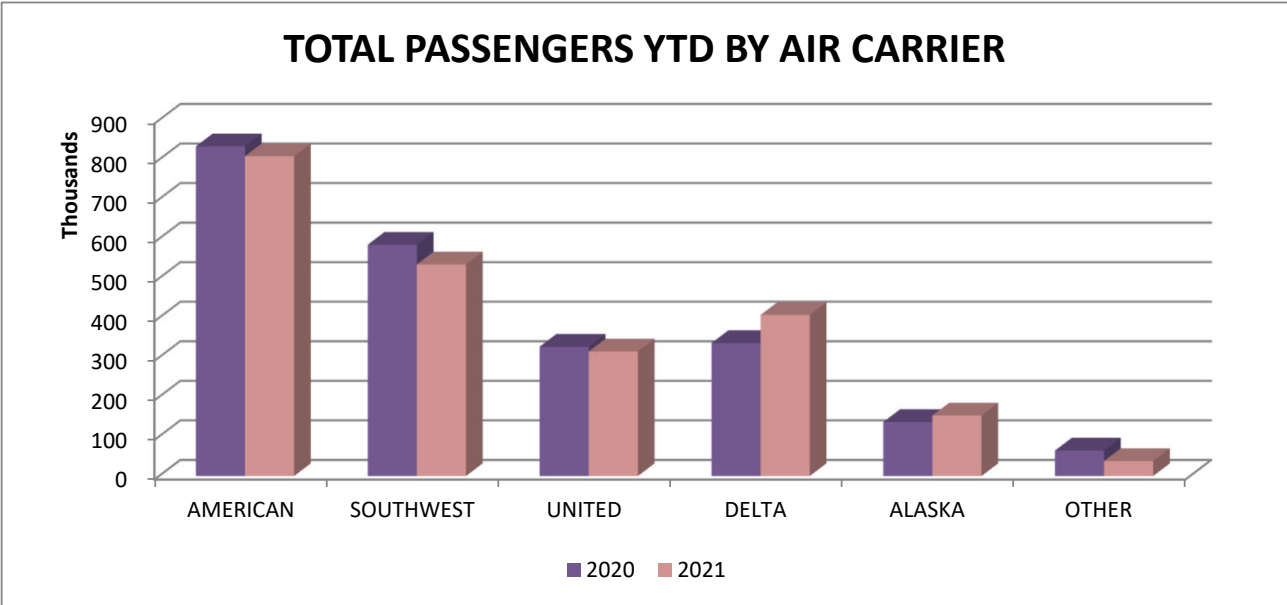
**MAIL (in pounds)**

ENPLANED	0	2	-100.0%	172	1,559	-89.0%
DEPLANED	0	200	-100.0%	79,330	10,390	663.5%
<b>TOTAL</b>	<b>0</b>	<b>202</b>	<b>-100.0%</b>	<b>79,502</b>	<b>11,949</b>	<b>565.3%</b>

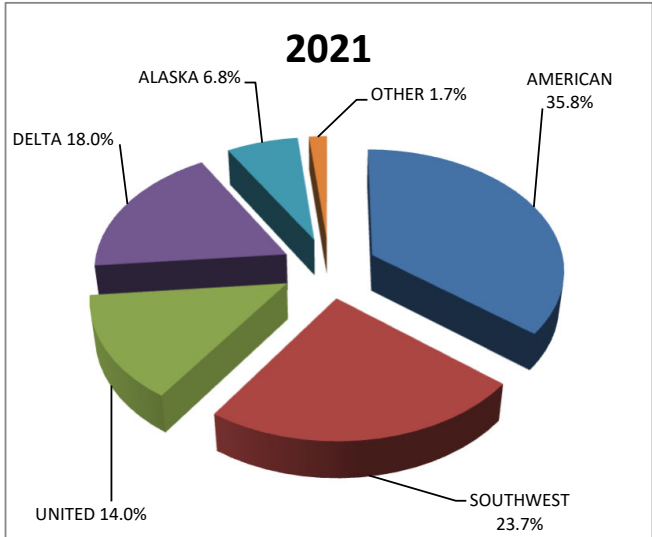
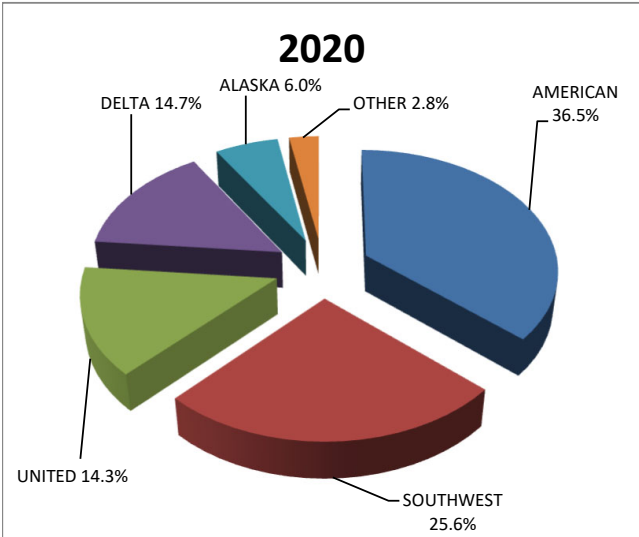
**AIRCRAFT OPERATIONS**

AIR CARRIER	2,552	1,402	82.0%	27,686	28,680	-3.5%
AIR TAXI	1,387	1,222	13.5%	17,337	14,553	19.1%
MILITARY	1,653	1,603	3.1%	20,401	16,844	21.1%
GENERAL AVIATION	4,732	5,784	-18.2%	74,758	62,554	19.5%
<b>TOTAL</b>	<b>10,324</b>	<b>10,011</b>	<b>3.1%</b>	<b>140,182</b>	<b>122,631</b>	<b>14.3%</b>

# TUCSON AIRPORT AUTHORITY TUS PASSENGER ACTIVITY

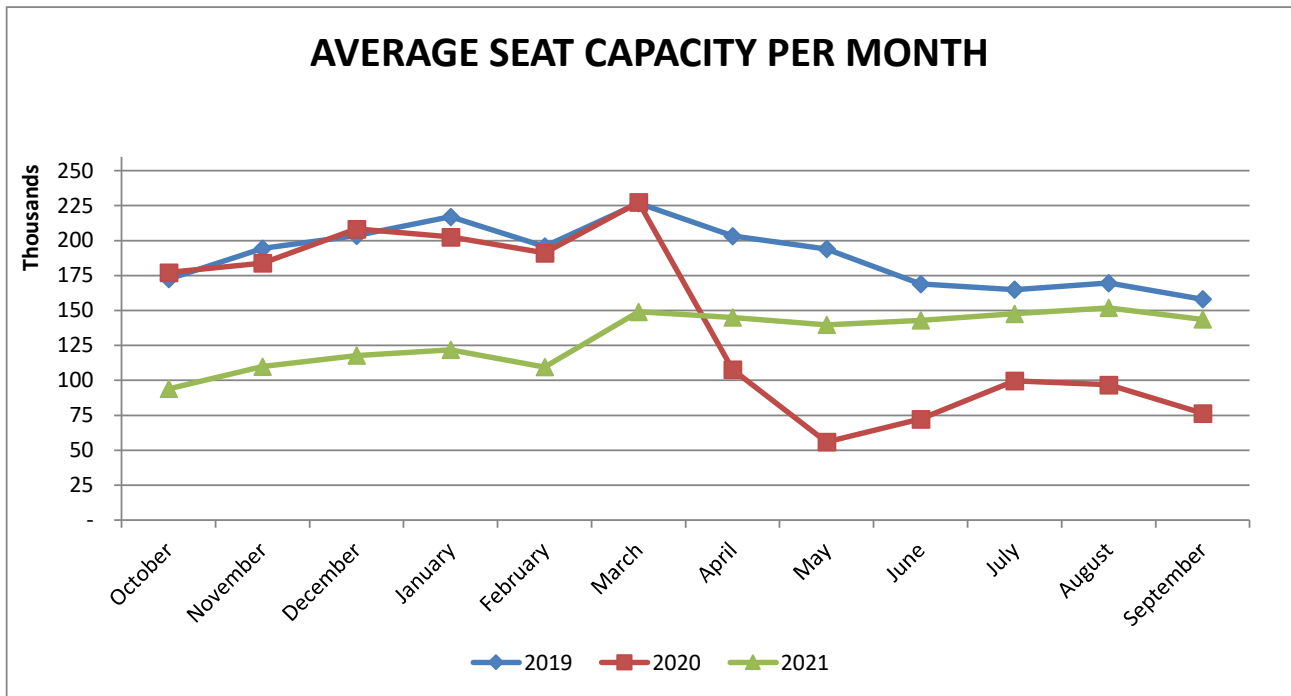
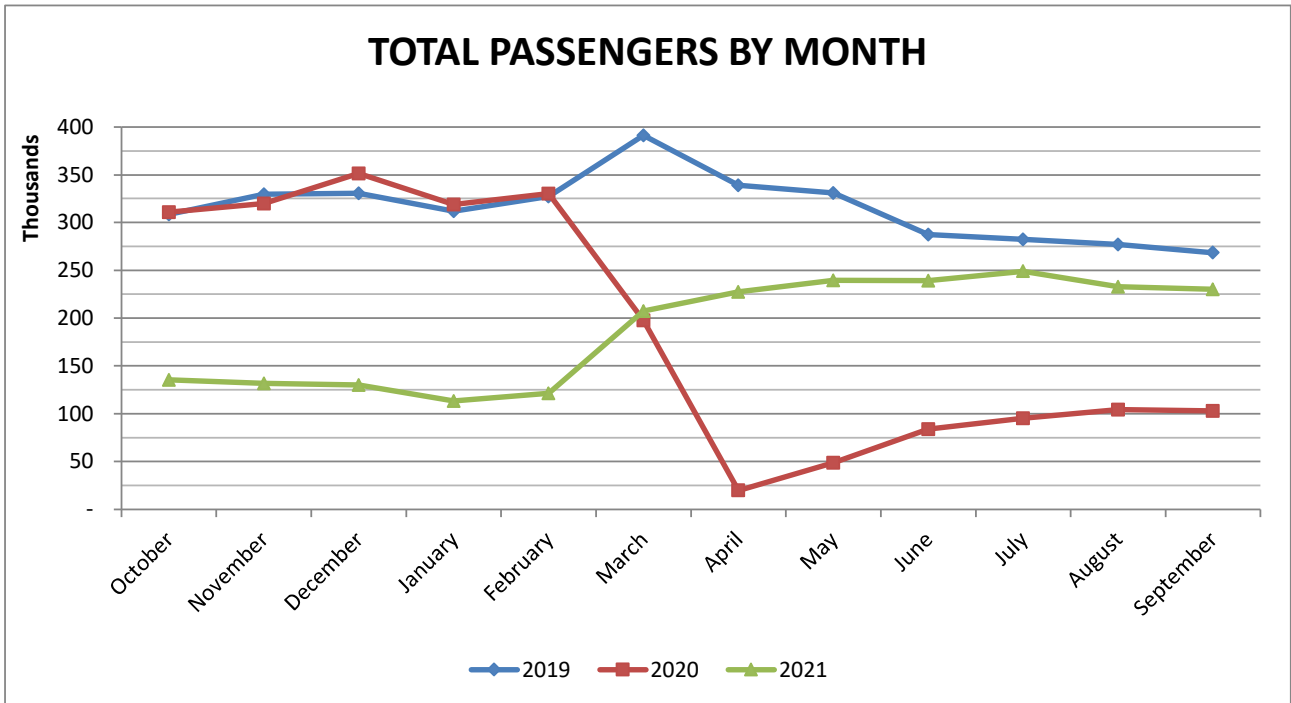


## AIR CARRIER MARKET SHARE

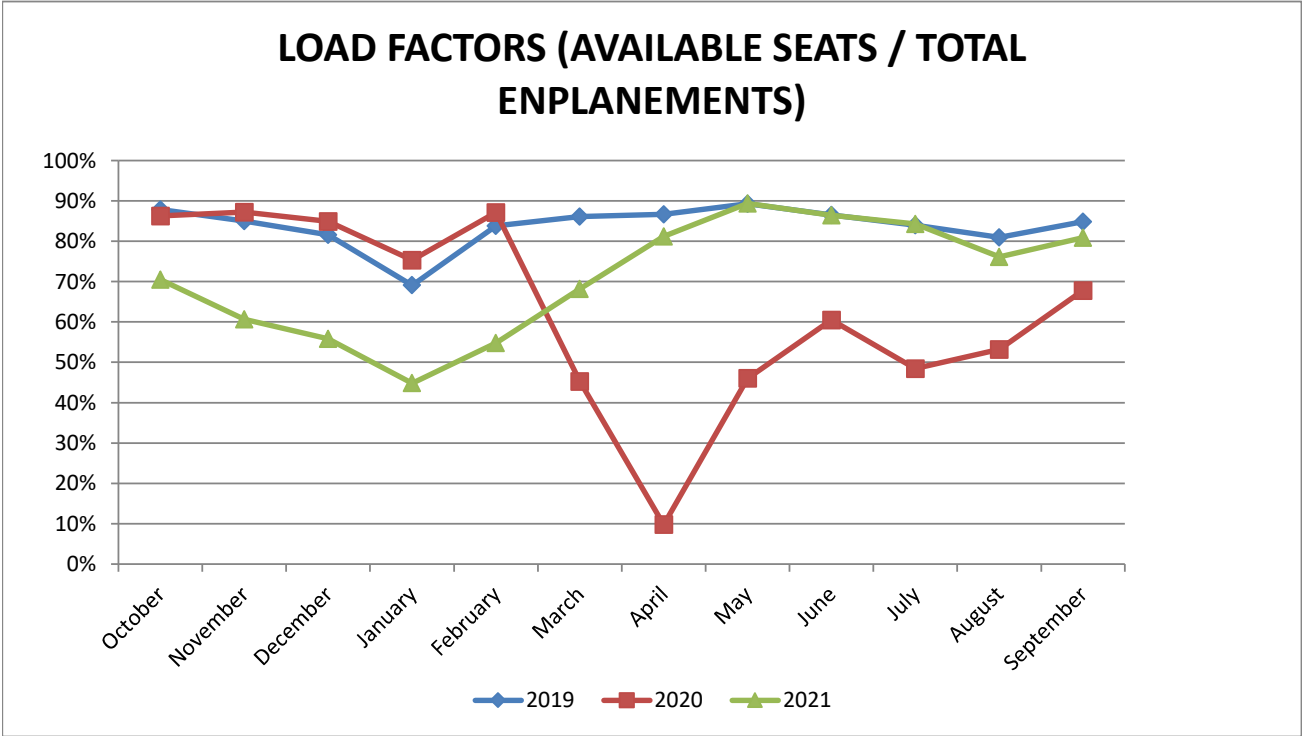




# TUCSON AIRPORT AUTHORITY TUS PASSENGER ACTIVITY



**TUCSON AIRPORT AUTHORITY  
TUS PASSENGER ACTIVITY**



# TUCSON AIRPORT AUTHORITY

## TUS PASSENGER ACTIVITY

### TUS MONTHLY FLIGHT SCHEDULE SUMMARY

NONSTOP DESTINATIONS and Airline	Code	Average Daily Departures			Average Daily Seats		
		Current Year	Prior Year	Difference	Current Year	Prior Year	Difference
ATLANTA <i>Delta (1.5)</i>	ATL	1.5	1.0	0.5	280	191	89
DENVER <i>United (4), Southwest (2)</i>	DEN	6.0	4.1	1.9	529	443	86
DALLAS/FT WORTH <i>American (6.4)</i>	DFW	6.4	4.5	1.9	1,095	643	452
HOUSTON HOBBY <i>Southwest (.9)</i>	HOU	0.9	0.0	0.9	155	0	155
HOUSTON BUSH <i>United (2.8)</i>	IAH	2.8	1.0	1.8	210	73	137
LAS VEGAS <i>Southwest (2.2), frontier(.2)</i>	LAS	2.4	2.4	0.0	362	377	(15)
LOS ANGELES <i>Delta (3), American (2.9) Southwest (.7)</i>	LAX	6.6	1.2	5.4	529	105	424
CHICAGO MIDWAY <i>Southwest (1)</i>	MDW	1.0	0.2	0.8	169	24	145
CHICAGO O'HARE <i>American (1.7), United (1)</i>	ORD	2.7	0.3	2.4	289	38	251
PHOENIX <i>American (4.8)</i>	PHX	4.8	3.6	1.2	377	269	108
SAN DIEGO <i>Southwest (1)</i>	SAN	1.0	0.0	1.0	144	0	144
SEATTLE/TACOMA <i>Alaska (1.2) Delta (1.0)</i>	SEA	2.2	1.0	1.2	301	76	225
SAN FRANCISCO <i>United (2)</i>	SFO	2.0	1.7	0.3	120	102	18
SALT LAKE CITY <i>Delta (3)</i>	SLC	3.0	2.7	0.3	228	203	25
<b>TOTAL</b>		<b>43.3</b>	<b>23.7</b>	<b>19.6</b>	<b>4,788</b>	<b>2,544</b>	<b>2,244</b>