What We Looked At
We reviewed the Frankfort Airport Authority’s single audit report for the fiscal year ending December 31, 2012, in order to identify findings that affect directly awarded Department of Transportation programs. An independent auditor prepared the single audit report, dated July 29, 2013.

What We Found
We found that the report contained an internal control finding that needs prompt action from the Federal Aviation Administration’s (FAA) management.

Recommendations
We recommend that FAA ensures that the Authority complies with the internal control requirements.
Memorandum

Date: March 25, 2019

Subject: ACTION: Report on a Single Audit of the Frankfort Airport Authority, Frankfort, IN | Report No. SA2019031

From: George E. Banks, IV
Program Director

To: Regional Administrator, Federal Aviation Administration (FAA), Great Lakes Region

The Office of the Inspector General performs oversight of non-Federal auditors’ single audit\(^1\) reports and issues memoranda listing significant findings and recommendations requiring action by the Department of Transportation (DOT). When warranted, we also recommend that agencies recover funds that were inappropriately expended by non-Federal entities. Between 300 and 400 single audits reports are issued annually that include findings related to major programs directly funded by DOT.

We obtained Frankfort Airport Authority’s single audit report for the fiscal year ended December 31, 2012 from the Federal Audit Clearinghouse’s Image Management System.\(^2\) An independent auditor performed the audit in accordance with generally accepted Government auditing standards and the Office of Management and Budget’s (OMB) Circular A-133\(^3\) and issued a report\(^4\) dated July 29, 2013. See the table for the independent auditor’s finding and our recommendation.

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\(^1\) A single audit, as required by the Single Audit Act of 1984, as amended, helps Government agencies and auditors oversee the expenditure of Federal funds by non-Federal entities.

\(^2\) The Federal Audit Clearinghouse Image Management System is a public database of completed single audits—http://harvester.census.gov/facweb/—maintained by the U.S. Census Bureau on behalf of OMB.

\(^3\) The Office of Management and Budget’s (OMB) Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations, requires the auditor to render an opinion on the entity’s financial statements, identify appropriate use of Federal funds, and report internal control and compliance deficiencies that affect Federal grant programs.

\(^4\) Copies of single audit reports are available at the Clearinghouse’s website, https://harvester.census.gov/facweb/.
Within 30 days of this report, your Agency should identify specific actions planned or taken to resolve the independent auditor’s finding, and provide a target action date for implementation of our recommendation. We will track the recommendation until your Agency provides documentation of final action. We will consider the recommendation closed upon our review and concurrence. All actions should be coordinated through your Agency’s Single Audit Liaison. If you have any questions, please email them to singleauditrequest@oig.dot.gov.

cc: The Secretary
DOT Appointee for Single Audits
DOT Single Audit Liaison
Audit Liaison, FAA, ACO-100

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<th>Independent Auditor’s Finding Number</th>
<th>Independent Auditor’s Finding</th>
<th>OIG Recommendation Code&lt;sup&gt;a&lt;/sup&gt;</th>
<th>OIG Recommendation</th>
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<td>2012-2&lt;sup&gt;b&lt;/sup&gt;</td>
<td>Non-compliance with the activities internal control requirements.</td>
<td>A1</td>
<td>We recommend that FAA ensures that the Authority complies with the Internal control requirements.</td>
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<sup>a</sup> We internally assign these codes and use them to track recommendations. We have included them as a convenience to the Department when responding to this report.

<sup>b</sup> Caused an Adverse opinion on the Airport Improvement Program.

Source: Independent auditor’s report
Our Mission

OIG conducts audits and investigations on behalf of the American public to improve the performance and integrity of DOT’s programs to ensure a safe, efficient, and effective national transportation system.