



Paul D. Joyce, CPA
State Examiner

INDIANA STATE BOARD OF ACCOUNTS

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July 7, 2026

Board of Directors
Fort Wayne-Allen County Airport Authority
Allen County, Indiana

We have reviewed the Annual Comprehensive Financial and Federal Single Audit Reports of the Fort Wayne-Allen County Airport Authority which have been opined upon by Cherry Bekaert, LLP, Independent Public Accountants, for the period January 1, 2025 to December 31, 2025. Per the *Report of Independent Auditor*, the financial statements included in the report present fairly the financial condition of the Fort Wayne-Allen County Airport Authority as of December 31, 2025, and the results of its operations for the period then ended, on the basis of accounting described in the report.

In our opinion, Cherry Bekaert, LLP, prepared the audit report in accordance with the guidelines established by the Indiana State Board of Accounts.

The audit report is filed with this letter in our office as a matter of public record.

Beth Kelley, CPA, CFE
Deputy State Examiner

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

FORT WAYNE, INDIANA



ANNUAL COMPREHENSIVE FINANCIAL REPORT FISCAL YEAR ENDED DECEMBER 31, 2025

Prepared by:

Douglas W. Robertson
Controller

Janice R. Lewis
Accounting

Nikki E. Davis
Accounting

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**FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
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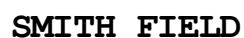


Fort Wayne International Airport (FWA)



Smith Field Airport (SMD)

INTRODUCTORY SECTION

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Fort Wayne-Allen County Airport Authority Board and Chief Executive Officer



Richard B. Sturges, Jr.
President



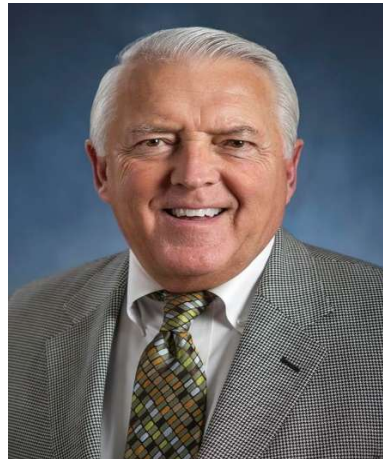
Kimberly Grannan
Vice President



Timothy J. Haffner
Secretary



Réna Bradley
Board Member



Jerome F. Henry, Jr.
Board Member



Ramadan Abdul-Azeez
Board Member



Scott D. Hinderman, A.A.E.
Chief Executive Officer



June 16, 2026

To the Members of the Board, and Citizens of Fort Wayne and Allen County:

The Annual Comprehensive Financial Report of the Fort Wayne-AlLEN County Airport Authority (the Authority) for the fiscal year ended December 31, 2025, is submitted with this letter. This report was prepared by the Authority's financial staff.

The financial statements, note disclosures, and other supplementary information are the representations of management. Consequently, management assumes full responsibility for the completeness and reliability of the information contained in this report based upon a comprehensive framework of internal control that has been established for this purpose. Internal control is designed to provide reasonable, but not absolute, assurance that the financial statements are free of material misstatements. Reasonable assurance recognizes that the cost of internal control should not exceed the anticipated benefits of such control.

Cherry Bekaert LLP, Certified Public Accountants, have issued an unmodified opinion on the Authority's financial statements for the year ended December 31, 2025. The report of the independent auditor is located at the front of the financial section on pages 11 through 13 of this report.

Management's discussion and analysis (MD&A) can be found immediately following the report of independent auditor in the financial section of this report. The MD&A includes financial highlights, an overview of the financial statements, condensed financial information and analysis, and capital asset and long-term debt activity. MD&A complements this letter of transmittal and should be read in conjunction with it.

Profile of the Government – The Authority is an Indiana Municipal Corporation established July 1, 1985, under authority granted by Indiana Statute (IC 8-22-3-1). As detailed in the statute, the Authority was established for the general purpose of acquiring, maintaining, operating, and financing airports in and bordering on Allen County, Indiana. The Authority is empowered to, among other things, issue general obligation and revenue bonds and levy taxes in accordance with statutory provisions. The Authority manages an airport system in Allen County, Indiana composed of Fort Wayne International Airport, a non-hub primary commercial service airport, located in southwest Allen County, and Smith Field Airport, a general aviation airport, located in the north central part of the county.

The Authority's Board consists of six members. Three are appointed by the Mayor of the City of Fort Wayne and three are appointed by the Allen County Commissioners. The appointments are non-authoritative in nature. That is, there is no continuing linkage between the appointing authority and the board member. Board members cannot be removed without cause, and Indiana law provides an impeachment procedure to be utilized in the event that there is reasonable cause for removal of a board member.

The Allen County Council adopts the Authority's annual budget and the tax levy to support it. The annual budget of the Authority is prepared by the staff and approved by the Board before it is sent to the Allen County Council for adoption. After it is adopted by the Allen County Council, the budget is reviewed and approved by the State Department of Local Government Finance.

Also, issuance of general obligation bonds must be approved by the County Council and revenue bonds must be approved by the County Commissioners. Although the Authority is fiscally dependent on the County, it is not considered a component unit of Allen County because there is no benefit or burden relationship as defined by the Government Accounting Standards Board.

Budgetary control is maintained at the major expense category level by the encumbrance of purchase orders against available legally adopted appropriations. Open purchase orders or encumbrances at the end of the fiscal year are automatically added to the subsequent year's budget under state law. For budget purposes, expenses are recognized in the year encumbered. For financial statement purposes, expenses are recognized when incurred.

Local Economy – During 2025, the Fort Wayne Metropolitan Statistical Area (MSA) continued to outperform both state and national labor market conditions. The Fort Wayne MSA unemployment rate remained consistently low throughout the year, generally ranging between the low-2% and low-3% levels and ending December 2025 at approximately 2.5% on a not seasonally adjusted basis. By comparison, Indiana's statewide unemployment rate averaged materially higher, fluctuating between approximately 3.5% and 4.4% during 2025, while the U.S. unemployment rate averaged approximately 4.3% for the year. This sustained differential highlights the relative strength of the Fort Wayne regional labor market, which maintained unemployment rates well below both Indiana and national benchmarks despite broader cooling trends in labor demand across the U.S. economy.

While the Fort Wayne MSA outperformed comparators on unemployment, employment growth during 2025 showed signs of moderation, consistent with statewide and national patterns. Indiana recorded a gradual softening in labor market conditions over the course of the year, with unemployment rising above 4% at points during early 2025 before easing later in the year, while the national labor market experienced a slow increase in unemployment from 4.0% in January 2025 to approximately 4.4% by year-end. Within Fort Wayne, employment levels fluctuated modestly by sector, with continued gains in education and health services and professional and business services partially offset by slower growth in manufacturing and trade-related industries. Overall, despite moderating job growth, Fort Wayne's labor market remained significantly tighter than both the Indiana and U.S. averages in 2025, supporting regional income stability and signaling continued resilience relative to broader economic conditions.

The 3-quarter average annual wage for the Fort Wayne metropolitan area in 2025 (final year-end figures are not yet available from the Bureau of Labor Statistics) was approximately \$61,152, representing growth of about 3.1% over 2024. This was below the national increase over the same period, as U.S. average weekly wages rose 4.7% from the third quarter of 2024 to the third quarter of 2025. Among the metro area's approximately 222,637 jobs, health care (approximately 42,000), manufacturing (approximately 38,000), and retail trade (approximately 24,000) remained the three largest employing industries. Together, these sectors account for nearly half of total employment in the Fort Wayne MSA, with health care and manufacturing continuing to pay above the metro's average annual wage.

Enplanements at FWA have exhibited strong growth, recording a 3.9% compound annual growth rate between FY 2010 and FY 2025 to reach 494,014 enplanements in 2025, a new high watermark for passenger activity that represents an increase of 14.8% from that in 2024.

The Authority has established financial policies that it abides by some of which have had a significant impact on the current period's financial statements. First, grant funding is considered to be earned as the related approved capital improvement expenditures or expenses are incurred. Secondly, as a cash flow policy, when an expense is incurred for a purpose in which either restricted or unrestricted net position is available for use, restricted resources will be applied first, then unrestricted resources will be used as they are needed.

During 2025, FWA received construction related grants for the East Terminal Expansion/Renovation Project. In 2017, the airport did a Terminal Area Concept Plan (TACP) that conducted a comprehensive review of the entire facility. The TACP was approved by the FAA and the airport proceeded with the program planning. The TACP identified issues with the current terminal. The major issues identified were gate capacity, baggage handling inefficiencies, inadequate security checkpoint, circulation space, and the terminal building encroaching on an aircraft taxiway. Also, all major systems (electrical, mechanical, security, and fire protection) were the end of useful life. The scope of the East Terminal Project includes relocating the terminal restaurant to the second level to be able to bring the security checkpoint into current design standards. Relocating three aircraft gates to satisfy FAA building and taxiway separation issues. Upgrades electrical, mechanical, security, and fire protection systems. Enhance security exit-lane technology to adapt to TSA regulatory changes, replace baggage claim devices, and many other added accessibility features are also included.

In September 2025, FWA was granted an Airport Improvement Grant for Phase 2 of the East Terminal Expansion/Renovation Project in the amount of \$3,310,655. This grant was an allocation out of the Infrastructure Investment and Jobs Act (IIJA). In addition, FWA was granted an Airport Improvement Program Grant (AIP) for the construction of Phase 2 of the East Terminal Expansion/Renovation Project also in September 2025 in the amount of \$2,822,955.

All the aforementioned grants covered 95% of allocable project costs. FWA received accompanying Aviation Grant Agreements from the Indiana Department of Transportation for 2.5% of the remaining costs, for a total of \$161,410.

Smith Field Airport (SMD) was awarded two AIP Grants during 2025, both to support the design and construction costs of new T-hangar taxiway project. These grants totaled \$1,080,907 in federal funds and were accompanied by a total of \$24,498 in matching funds from the Indiana Department of Transportation.

The airlines' cost per enplaned passenger decreased from \$10.31 in 2024 to \$9.55 in 2025. Contributing to this decline were increased flight frequencies, the use of larger aircraft, and higher total landed weight, along with stronger passenger enplanements in 2025, which helped spread airline costs over a larger passenger base.

The local economy is well diversified with several major industries located within Allen County and the Fort Wayne region: health care, defense/aerospace engineering, financial services, automotive manufacturing, luggage and handbag manufacturing, educational institutions of higher learning, warehouse and retail distribution.

The schedule on page 82 of this report details additional information regarding diversity in the local economy, as the area is not dependent on the fortunes of a single employer. The ten largest employers in Allen County make up only 17.9% of total employment. On page 74, it can be discerned that local government is not dependent on a single taxpayer or group of taxpayers for its revenue base. The top ten taxpayers in Allen County provide only 6.5% of taxable assessed valuation for 2025. Residential building activity in Allen County moderated in 2025, with permits issued for single-family and duplex construction declining from 1,189 in 2024 to 1,075 in 2025, a decrease of 9.6%. Even so, the 2021 total of 1,697 remains the highest number of permits issued since 2005.

Tax abatements are a valuable incentive to attract new businesses into the Fort Wayne-Allen County area. Its major impact, however, is to stimulate reinvestment by existing businesses by phasing in the amount of taxes they must pay on new investments in real and personal property. The types of businesses targeted are those in manufacturing, warehousing, distribution, commercial and/or service industries. Indiana Code 6-1.1-12 allows communities within the state to offer real and/or personal property tax abatements to be phased in over a period of up to ten years. Abatement percentages are on a declining percentage per year. Long term benefits of tax abatements include job retention, job growth, increased infrastructure, and future increased tax revenues. The schedule on page 58 of this report details the amount of taxes that have been abated that are applicable to the Authority for the year ended December 31, 2025.

Long-term Financial Planning – The Authority has included in its capital improvement plan provisions to upgrade facilities at SMD, the Authority's general aviation airport, and Fort Wayne International. The Authority anticipates financing these capital improvements with a variety of funding mechanisms including the issuance of bonds, passenger facility charges, federal and state grants, cumulative building tax revenues, and local airport revenues.

Included in the capital improvement plan are provisions to make substantial improvements to the infrastructure and facilities at SMD including the construction of a new 12-unit T-hangar with ramp and taxiway, update to the airport master plan, a terminal apron expansion, and acquisition of land for runway approaches. These substantial improvements are needed for safety reasons and to increase the attractiveness and utilization of SMD. The Authority will finance most of the projects above with federal and state grants.

At FWA, the Authority has completed the west expansion and renovation of the terminal building, and is currently

nearing completion of the east terminal expansion and renovation. The total construction cost of the east expansion and renovation project is approximately \$77 million and the project is projected to be substantially completed by July of 2026. The Authority expects a total of 70.5% of the total Project Gateway East to be funded by federal and state grants, 3.8% with passenger facility fees, and the remaining 25.7% to be funded with airport cash reserves.

FWA also has planned rehabilitation of the west apron, rehabilitation of various taxiways, runways, runway lighting, as well as the rehabilitation of a portion of the terminal apron. Reconstructing the taxiways will enhance safety on the airfield. The terminal apron improvements will improve ramp utilization and safety.

FWA boasts 14 non-stop destinations on four airlines, with connections to over 350 destinations with just one-stop. The FWA Airport ended the year with 494,014 enplanements, a new record and an increase of 14.8% over 2024's enplanements.

Awards and Acknowledgements – In 2025, Fort Wayne International Airport received a zero discrepancy report on its certification & safety inspection for the tenth consecutive year from the FAA. This periodic certification inspection of FWA acknowledges the airport is being operated in compliance with 14 CFR Part 139, the Airport Certification Manual, and the Airport Operating Certificate.

Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Fort Wayne-Allen County Airport Authority for its annual comprehensive financial report for the fiscal year ended December 31, 2024. This was the thirty-sixth (1989 – 2024) consecutive year that the Authority has achieved this prestigious award. To be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized annual comprehensive financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current annual comprehensive financial report for the year ending December 31, 2025 continues to meet the Certificate of Achievement Program's requirements and we are submitting it to GFOA to determine its eligibility for another certificate.

Without the strong commitment of the Authority Board to the highest standards of financial reporting, disclosure, and professionalism, this report would not have been possible. Our sincerest appreciation is expressed to all of you. Preparation of this report would not have been possible without the efficient and dedicated services of the accounting staff and others who assisted and contributed to the preparation of this report.

We acknowledge:

Cherry Bekaert LLP, Independent Auditor, and Jackie Scheuman, Allen County Auditor.

Respectfully submitted,
FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY



Scott Hinderman, A.A.E.
Chief Executive Officer



Tyler Davis
Chief Financial Officer



Doug Robertson
Controller



Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

**Fort Wayne-Allen County
Airport Authority, Indiana**

For its Annual Comprehensive
Financial Report
for the Fiscal Year Ended

December 31, 2024

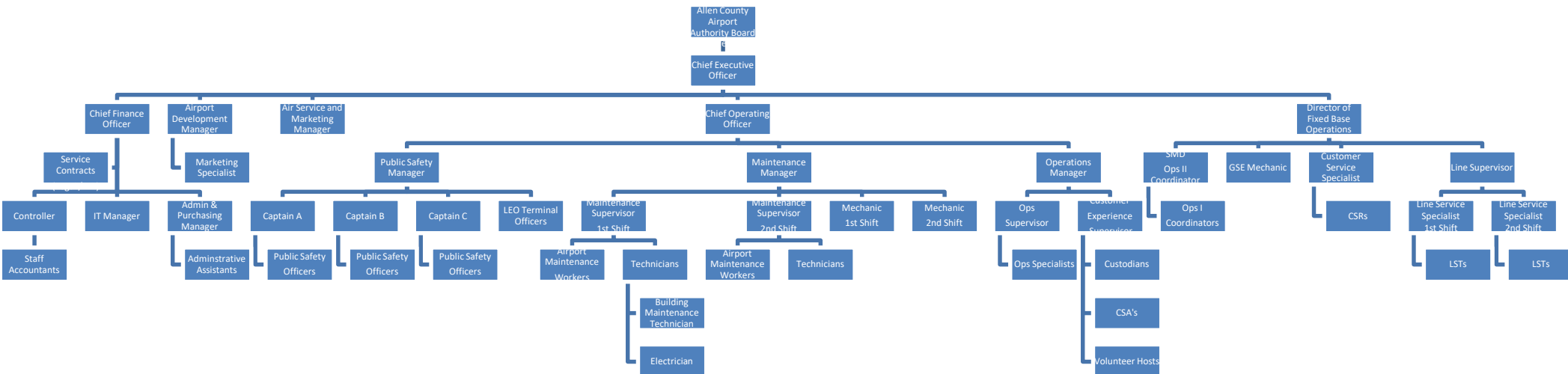
Christopher P. Morill

Executive Director/CEO

Fort Wayne-Allen County Airport Authority Organization Chart



**FORT WAYNE-ALLEN COUNTY
AIRPORT AUTHORITY**



FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Principal Officials and Management

NAME	TITLE	YEARS OF SERVICE
Richard B. Sturges, Jr.	President	19
Kimberly Grannan	Vice President	6
Timothy J. Haffner	Secretary	32
Jerome F. Henry, Jr.	Member	19
Réna Bradley	Member	5
Ramadan Abdul-Azeez	Member	2

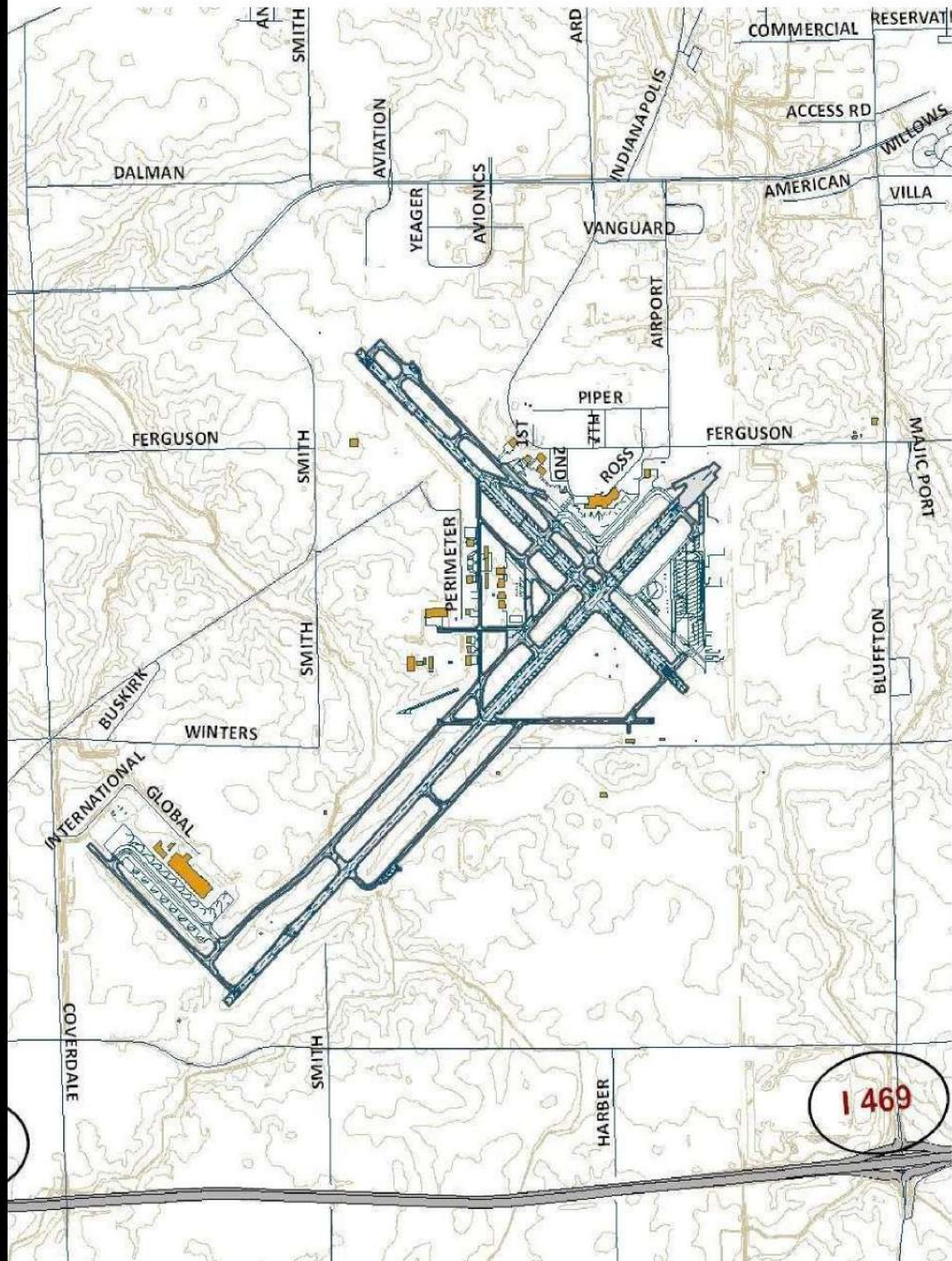
STAFF

Scott D. Hinderman, AAE	Chief Executive Officer	18
Joe G. Marana, AAE	Chief Operating Officer	14
Tyler J. Davis	Chief Financial Officer	<1

ATTORNEYS

Krieg DeVault LLP		35
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AIRPORT LAYOUT MAP



Report of Independent Auditor

To the Members of the Board
Fort Wayne-Allen County Airport Authority
Fort Wayne, Indiana

Report on the Audit of the Financial Statements

Opinion

We have audited the accompanying financial statements of the Fort Wayne-Allen County Airport Authority (the "Authority"), as of and for the year ended December 31, 2025, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority, as of December 31, 2025, and the changes in financial position, and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America, and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and, therefore, is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the Required Supplementary Information, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The accompanying schedule of expenditures of federal awards, as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, and the Schedule of Passenger Facility Charge Revenues and Expenditures as required by the Passenger Facility Charge Audit Guide for Public Agencies, issued by the Federal Aviation Administration, and Other Supplementary Information, as listed in the table of contents, is presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards, schedule of passenger facility charges revenues and expenditures, and the other supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated June 15, 2026, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

A handwritten signature in cursive script that reads "Cherry Bekaert LLP".

Tampa, Florida
June 15, 2026

FINANCIAL SECTION

Fort Wayne-Allen County Airport Authority

Management's Discussion and Analysis

December 31, 2025

The management of the Fort Wayne-Allen County Airport Authority (the Authority) provides the following narrative overview and analysis of the financial activities of the Authority for the year ended December 31, 2025. Please read it in conjunction with the letter of transmittal to the Authority Board, located on pages 3 through 6.

Financial Highlights

The Authority's net position increased approximately \$31.1 million during 2025. Net investment in capital assets increased by 16.2%, or \$31.4 million, primarily because of continued investment in Project Gateway East, the second phase of the Authority's terminal renovation and expansion program. The restricted component of net position increased 40.2%, mainly due to an increase in federal and state grants receivable, while the unrestricted component of net position decreased slightly by 6.7%.

Current assets decreased approximately 0.9%, or \$0.9 million, driven primarily by lower unrestricted cash and investments as available resources continued to be deployed toward Project Gateway East.

Noncurrent assets increased by 15.9%, or \$37.9 million, reflecting continued growth in construction in progress associated with Project Gateway East and other capital improvements at both Fort Wayne International Airport and Smith Field Airport.

Total liabilities increased by 6.3%, or approximately \$2.6 million, due primarily to higher accounts payable at year-end related to construction activity and associated invoices for terminal improvement projects. This increase was partially offset by a reduction in bonds payable and a moderate decrease in net pension liability.

Economic Factors

Fort Wayne International Airport (FWA) experienced continued strength in passenger demand during 2025. Total seat capacity increased as air carriers continued to deploy larger aircraft, expand frequencies, and maintain service enhancements introduced in prior periods. As a result, passenger enplanements increased 14.8% over 2024 levels, reaching 494,014 in 2025, which established a new annual record for the Authority. The sustained growth in passenger activity contributed favorably to operating performance, particularly in parking, terminal concessions, and other passenger-driven revenue categories.

Project Gateway West, which was funded in part by Series 2021 Bonds, was completed in 2023 and the Authority is now focused on completion of Project Gateway East, which is expected to be substantially completed in July 2026. This project doubles the size of the Authority's capital improvement plan (CIP), though the updated CIP does not assume any additional bond issuance in the next five years. This phase includes relocating gates 2-4 to the second level with new passenger boarding bridges, new food and beverage and retail concessions located on the second level, expanded security checkpoint for the TSA, and renovation of baggage claim and rental car counters. The projected construction cost of the east expansion and renovation project is approximately \$76.9 million. The Authority is receiving \$54.2 million federal and state grants and \$2.9 million from passenger facility charges. The remaining amount of the east terminal expansion and renovation costs will be paid from the Authority's cash reserves.

The Authority's tax base, which is coterminous with Allen County, remained broad, diverse, and economically stable during 2025. Allen County's estimated population increased to approximately 402,329 in 2025, up from

Fort Wayne-Allen County Airport Authority

Management's Discussion and Analysis

December 31, 2025

399,295 in 2024, reflecting continued demographic growth in the Authority's service area. In addition, the County continues to benefit from a diversified economic base supported by health care, manufacturing, defense-related activity, logistics, financial services, and higher education, with no single taxpayer or employer representing a disproportionate share of the overall tax base. Continued growth in population, assessed valuation, and economic activity is expected to support long-term demand for air service and provide ongoing stability in the Authority's property tax revenue base.

Taken together, these factors indicate that the Authority entered 2026 with a stable and growing economic base, sustained passenger demand, and continued capital investment momentum that support both near-term operating performance and long-term strategic development.

Overview of the Financial Statements

The Authority's financial report consists of three financial statements: Statement of Net Position; Statement of Revenues, Expenses, and Changes in Net Position; and Statement of Cash Flows. The financial statements are prepared in accordance with accounting principles generally accepted in the United States of America as promulgated by the Governmental Accounting Standards Board (GASB). The Authority is structured as a single enterprise fund. Revenues are recognized when earned, and expenses are recognized when incurred. Capital expenditures are capitalized as assets and are depreciated over their estimated useful lives. Land, certain intangible assets, and construction in progress are capitalized but not depreciated.

Statement of Net Position - This Statement presents information on the Authority's assets, deferred outflows of resources, liabilities, deferred inflows of resources, and net position. Net position represents the difference among all other elements in the Statement. Net position is displayed in three components: net investment in capital assets; restricted; and unrestricted. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating.

Statement of Revenues, Expenses, and Changes in Net Position - This is the operating statement for the Authority. Revenues and expenses are categorized as either operating or nonoperating. On this statement, property and other taxes, and passenger and customer facility charges are reported as non-operating revenues; and capital grants are reported as capital contributions.

Statement of Cash Flows - This Statement is used to report the classification of cash receipts and payments according to whether they stem from operating, noncapital financing, capital and related financing, or investing activities. The Authority reports cash flows from operating activities using the direct method. Using the direct method, the Authority reports cash flows from operating activities directly by showing major classes of operating cash receipts and payments (for example, receipts from customers, payments to suppliers, payments to employees, etc.). A reconciliation of operating income to net cash flow from operating activities is also required and is located on the second page of this statement.

Notes to Financial Statements - The Notes provide additional information that is essential to a full understanding of the data provided in the Authority's financial statements. The notes to the financial statements can be found on pages 29 through 58 of this report.

Required Supplementary Information - In addition to the basic financial statements and accompanying notes, this report also presents required supplementary information concerning the Authority's pension plan and retiree healthcare plan. Required supplementary information can be found on pages 59 through 62 of this report.

Fort Wayne-Allen County Airport Authority

Management's Discussion and Analysis

December 31, 2025

Condensed Financial Information

The Authority's net position increased by \$31.1 million, or 10.9%, from 2024 to 2025. This increase was attributable primarily to a \$37.0 million increase in total assets, which outpaced the \$2.6 million increase in total liabilities. The increase in total assets was driven principally by continued capital investment in the Project Gateway East Terminal Expansion/Renovation Project, which resulted in a \$31.4 million increase in net investment in capital assets. As discussed previously, changes in net position over time provide a useful indicator of whether the Authority's overall financial position is improving or deteriorating.

Current assets decreased by approximately \$0.9 million during 2025, primarily as a result of a reduction in cash and investments as available resources were applied to the Authority's capital improvement program, most notably the ongoing Project Gateway East Terminal Expansion/Renovation Project. This decline in current assets was more than offset by a \$34.3 million increase in net capital assets, reflecting the continued capitalization of construction and related project expenditures associated with the Authority's terminal development activities.

Total liabilities increased by approximately \$2.6 million during 2025, principally as a result of higher accounts payable and other accrued liabilities outstanding at year-end related to ongoing terminal construction activity. This increase was partially offset by scheduled reductions in bonds payable, resulting in a moderation of the Authority's overall long-term debt obligations.

Deferred outflows of resources decreased by 23.5%, primarily due to lower deferred amounts associated with pensions and other postemployment benefits (OPEB), while deferred inflows of resources increased by 27.1%, driven largely by deferred inflows related to lease revenues. Deferred inflows associated with pensions and OPEB remained comparatively stable from the prior year.

Net investment in capital assets represented the largest component of the Authority's net position at December 31, 2025, totaling 71.0%. This component consists of the Authority's investment in capital assets, including land, buildings and improvements, infrastructure, intangible assets, equipment, and right-to-use assets, net of accumulated depreciation, amortization, and related outstanding debt. These assets are used in the Authority's ongoing operations and are not available to satisfy current spending requirements. Although reported net of related debt, it should be recognized that the resources needed to liquidate such obligations must be provided from other sources, since the capital assets themselves are not expected to be converted to cash for that purpose.

Restricted net position comprised 5.5% of total net position at year-end and reflects resources constrained by external legal or regulatory requirements as to their use. These amounts include debt service reserves restricted under state law for payment of debt service on the 2021 bonds, passenger facility charge revenues restricted under federal regulations, cumulative building fund cash and investments restricted under state law, and tenant security deposits. The remaining 23.5% of net position, or approximately \$74.4 million, was classified as unrestricted and is available to support the Authority's ongoing operations, capital needs, and other obligations, subject to applicable FAA requirements and other legal constraints.

Fort Wayne-Allen County Airport Authority

Management's Discussion and Analysis

December 31, 2025

A summary of the Authority's 2025 net position compared to 2024 follows:

Authority's Net Position

	2025	2024	Increase (Decrease)	Percent Change
Assets				
Current Assets	\$ 96,759,145	\$ 97,675,400	\$ (916,255)	-0.9
Noncurrent Assets				
Other noncurrent assets	14,748,603	11,204,538	3,544,065	31.6
Capital assets, net	261,604,530	227,262,061	34,342,469	15.1
Total assets	373,112,278	336,141,999	36,970,279	11.0
Deferred Outflows of Resources	909,781	1,189,416	(279,635)	-23.5
Liabilities				
Current Liabilities	\$ 14,927,766	\$ 10,577,285	\$ 4,350,481	41.1
Noncurrent Liabilities				
Other noncurrent liabilities	4,684,322	5,031,479	(347,157)	-6.9
Long-term liabilities payable	23,518,861	24,953,065	(1,434,204)	-5.7
Total liabilities	43,130,949	40,561,829	2,569,120	6.3
Deferred Inflows of Resources	14,224,132	11,194,335	3,029,797	27.1
Net Position				
Net investment in capital assets	224,726,609	193,326,937	31,399,672	16.2
Restricted	17,527,164	12,505,809	5,021,355	40.2
Unrestricted	74,413,205	79,742,505	(5,329,300)	-6.7
Total net position	\$ 316,666,978	\$ 285,575,251	\$ 31,091,727	10.9

Fort Wayne-Allen County Airport Authority

Management's Discussion and Analysis

December 31, 2025

Changes in Net Position

The Authority's change in net position in 2025 reflects continued investment in capital infrastructure and the effects of operating and nonoperating revenue trends relative to 2024. Total revenues for fiscal year 2025 amounted to \$38.8 million, representing a modest decrease of \$203,037, or 0.5 percent, compared to fiscal year 2024 revenues of \$39.0 million. This slight decline reflects offsetting movements between operating and nonoperating revenue categories.

Operating revenues demonstrated solid growth during the fiscal year, totaling \$23.4 million and representing an increase of \$1.1 million, or 5.1 percent, over the prior year. This improvement was driven primarily by strong performance in parking revenues, which increased by \$983,518, or 17.5 percent, reflecting continued growth in passenger activity and demand for airport parking services. There was also a parking lot pricing adjustment during 2025 that contributed to the increase. Project Gateway West included the opening of a new terminal restaurant and business lounge which partially contributed to terminal revenues rising by \$411,910, or 8.3 percent, while airfield revenues grew by \$236,669, or 10.4 percent. Fixed base operations revenues remained relatively stable, increasing modestly by \$93,041, or 1.4 percent. These gains were partially offset by declines in buildings and grounds revenues, which decreased by \$518,212, or 22.2 percent, and reliever airport revenues, which declined by \$61,223, or 10.7 percent.

Nonoperating revenues totaled \$15.4 million for fiscal year 2025, a decrease of \$1.3 million, or 8.1 percent, from the prior year. The primary factor contributing to this decline was a reduction in interest income of \$1.2 million, or 26.7 percent, attributable to lower investment yields and changes in the investment portfolio composition. Additionally, the Authority recognized a loss on capital asset disposal of \$261,449 in fiscal year 2025, compared to a nominal gain of \$1,260 in the prior year. These decreases were partially offset by increases in passenger facility charges, which rose by \$237,567, or 13.2 percent, and customer facility charges, which increased by \$69,612, or 13.3 percent. Property and other tax revenues remained stable, increasing slightly by \$102,804, or 1.1 percent.

Total expenses for fiscal year 2025 were \$31.9 million, essentially unchanged from the prior year with an increase of only \$23,026, or 0.1 percent. This stability reflects the Authority's continued commitment to fiscal discipline and operational efficiency.

Operating expenses totaled \$31.4 million, an increase of \$69,113, or 0.2 percent, compared to fiscal year 2024. Several categories experienced notable changes during the year. Administration expenses increased by \$662,076, or 23.9 percent, reflecting investments in organizational capacity and administrative infrastructure. Terminal expenses rose by \$393,109 or 15.7 percent, and parking expenses increased by \$140,490, or 14.6 percent, both correlating with the growth in passenger activity and associated operating revenues. Fixed base operations expenses increased modestly by \$67,315, or 1.2 percent. These increases were largely offset by reductions in several other categories. Buildings and grounds expenses and maintenance expenses decreased, reflecting operational efficiencies and the timing of maintenance activities.

Nonoperating expenses, consisting primarily of interest expense on outstanding debt obligations, totaled \$511,345 for fiscal year 2025, a decrease of \$46,087, or 8.3 percent, from the prior year. This reduction reflects the continued amortization of outstanding debt principal.

Fort Wayne-Allen County Airport Authority
Management's Discussion and Analysis
December 31, 2025

Income before capital contributions was \$6.9 million for fiscal year 2025, a decrease of \$226,063, or 3.2 percent, compared to \$7.1 million in fiscal year 2024. This decrease reflects the combined effect of lower total revenues partially offset by stable expense levels.

Capital contributions from federal and state grants totaled \$24.2 million during fiscal year 2025, an increase of \$2.2 million, or 9.8 percent, over the prior year. This increase demonstrates the Authority's continued success in securing external funding for infrastructure improvements and capital projects.

The resulting increase in net position for fiscal year 2025 was \$31.1 million, compared to \$29.2 million in fiscal year 2024, representing an increase of \$1.9 million, or 6.6 percent. Net position at year-end grew to \$316.7 million from \$285.6 million at the beginning of the year, an increase of 10.9 percent. This growth in net position reflects the Authority's strong financial position and its continued investment in airport infrastructure to support future operations and regional economic development.

Fort Wayne-Allen County Airport Authority

Management's Discussion and Analysis

December 31, 2025

A summary of the Authority's 2025 changes in net position compared to 2024 follows below:

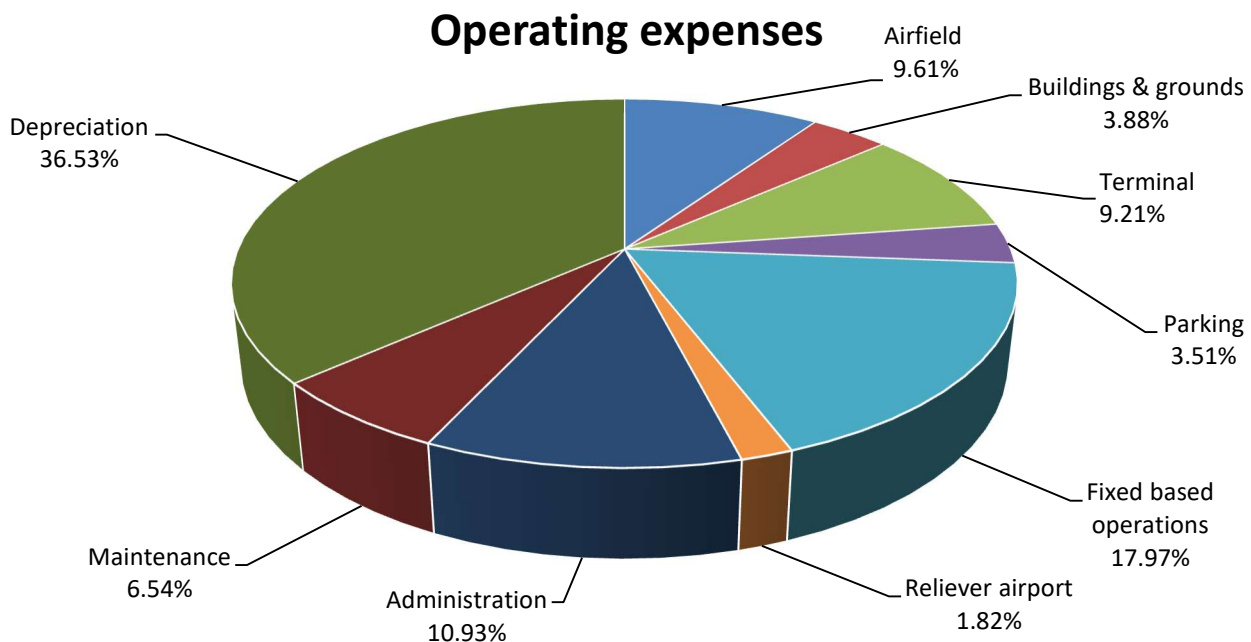
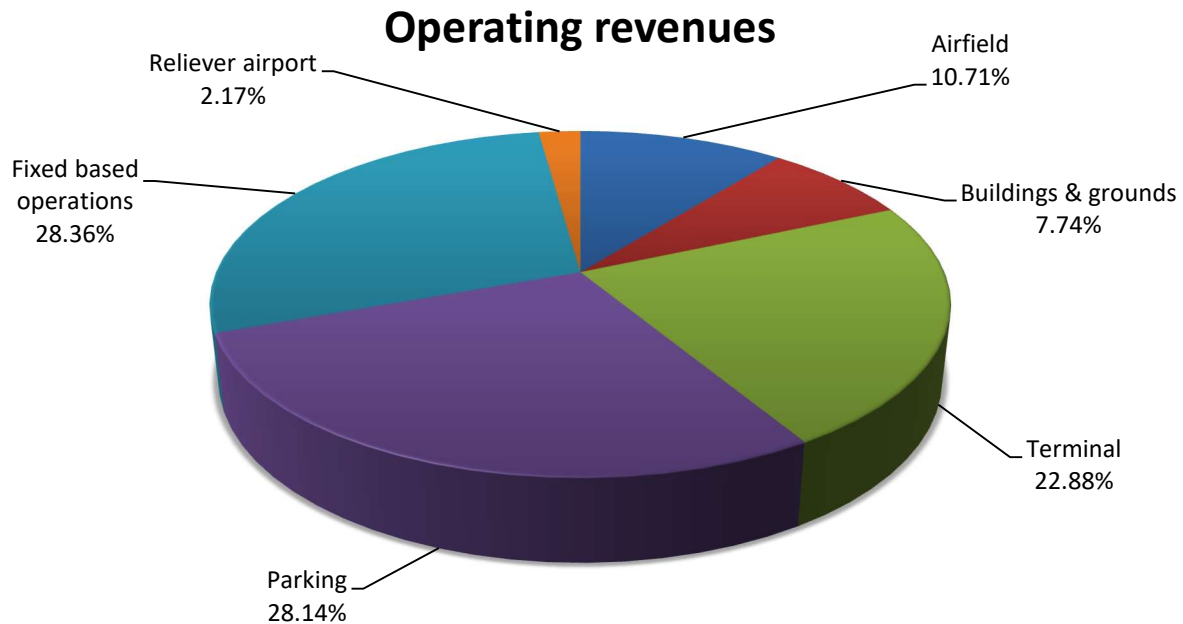
Authority's Changes in Net Position				
	2025	2024	Increase (Decrease)	Percent Change
Operating Revenues				
Airfield	\$ 2,508,277	\$ 2,271,608	\$ 236,669	10.4
Buildings and grounds	1,811,961	2,330,173	(518,212)	-22.2
Terminal	5,358,762	4,946,852	411,910	8.3
Parking	6,589,887	5,606,369	983,518	17.5
Fixed base operations	6,642,521	6,549,480	93,041	1.4
Reliever airport	508,771	569,994	(61,223)	-10.7
Total operating revenues	23,420,179	22,274,476	1,145,703	5.1
Nonoperating Revenues				
Property and other taxes	9,732,887	9,630,083	102,804	1.1
Passenger facility charges	2,037,305	1,799,738	237,567	13.2
Customer facility charges	592,585	522,973	69,612	13.3
Interest income	3,316,966	4,525,158	(1,208,192)	-26.7
Miscellaneous	(19,956)	267,866	(287,822)	-107.4
(Loss)/gain on capital asset disposal	(261,449)	1,260	(262,709)	-20849.9
Total nonoperating revenues	15,398,338	16,747,078	(1,348,740)	-8.1
Total revenues	38,818,517	39,021,554	(203,037)	-0.5
Operating Expenses				
Airfield	3,018,613	3,138,299	(119,686)	-3.8
Buildings and grounds	1,218,373	1,651,931	(433,558)	-26.2
Terminal	2,891,391	2,498,282	393,109	15.7
Parking	1,103,528	963,038	140,490	14.6
Fixed base operations	5,642,021	5,574,706	67,315	1.2
Reliever airport	571,619	782,458	(210,839)	-26.9
Administration	3,432,672	2,770,596	662,076	23.9
Maintenance	2,053,410	2,491,279	(437,869)	-17.6
Depreciation and amortization	11,468,199	11,460,124	8,075	0.1
Total operating expenses	31,399,826	31,330,713	69,113	0.2
Nonoperating Expenses	511,345	557,432	(46,087)	-8.3
Total expenses	31,911,171	31,888,145	23,026	0.1
Income Before Capital Contributions	6,907,346	7,133,409	(226,063)	-3.2
Capital Contributions				
Federal and state grants	24,184,381	22,033,858	2,150,523	9.8
Increase in Net Position	31,091,727	29,167,267	1,924,460	6.6
Net Position, Beginning of Year,	285,575,251	256,407,984	29,167,267	11.4
Net Position, End of Year	\$ 316,666,978	\$ 285,575,251	\$ 31,091,727	10.9

Fort Wayne-Allen County Airport Authority

Management's Discussion and Analysis

December 31, 2025

The following charts show the major sources and percentages of operating revenues and expenses for the year ended December 31, 2025:



Fort Wayne-Allen County Airport Authority

Management's Discussion and Analysis

December 31, 2025

Capital Asset Activity

During 2025, the Authority expended approximately \$44.8 million for capital improvements. The Authority invested in the following projects at FWA: \$24.2 million in Project Gateway – a terminal expansion and renovation project, \$6.9 million for the relocation of Taxiway C2 and relocation of Taxiway G, \$5.7 to extend and rehabilitate a large corporate hangar ramp, \$2.4 million to develop a 12.4 acre parcel to be sold for future economic development, \$2.7 million for parking lot improvements that included rehabilitation and expansion of the total parking area along with the realignment of the terminal exit road, \$.4 million in roof replacements, \$.4 million in road and lighting improvements in an adjacent business park development, \$.4 million in construction services for a corporate hangar improvement project, \$.2 million to construct a stone lot to accommodate overflow parking, \$.2 million was used to replace airport fleet vehicles, and several other smaller capital improvements were completed.

At Smith Field, the Authority spent \$.3 million to begin construction of a new 12 unit T-Hangar building and accompanying T-Hangar taxiway, and \$.07 for lobby renovations located in the Smith Field Aero Center Building. A substantial amount of these projects were financed with federal and state grants, and passenger facility charges.

For additional information on capital asset activity, see note 5.

Long-Term Debt Activity

In April 2021, the Authority issued \$12.4 million in general obligation bonds and \$15.4 million in tax-exempt private activity general obligation bonds for the purpose of construction of the west terminal renovation/expansion project. Both bonds received a rating of Aa2 by Moody's and AA from Kroll Bond Rating Agency. In March 2026, Kroll Bond Rating Agency affirmed the bond rating of AA. Debt service payments for both bonds began in 2021 and will be paid in full in June 2039. Both bonds are payable from an ad valorem property tax levied on taxable property in the Fort Wayne-Allen County Airport District which are coterminous with Allen County, Indiana.

The Authority has a legal debt limit of \$176.4 million which represents 2% of the adjusted value of Allen County property. The adjusted value is one-third of the assessed value as certified by the State Department of Local Government Finance. Since the Authority has general obligation debts outstanding in the amount of \$23.7 million, the legal debt margin is \$152.8 million as of December 31, 2025. Bonds issued by a building corporation do not count against the legal debt limit.

For additional information on bonds and other long-term debt, see note 11.

Currently Known Facts

The Authority's property tax rates include a debt service levy in addition to the operating and cumulative building fund. In 2026, the operating, debt service and cumulative building tax rates are .0215, .0068, and .0030, respectively. The rates are per \$100 of assessed value and will be applied on an assessed value of \$27,621,029,962. These rates compare to the 2025 rates for operating, debt service and cumulative building of .0216, .0067 and .0030, respectively.

Fort Wayne-Allen County Airport Authority

Management's Discussion and Analysis

December 31, 2025

Requests for Information

This financial report is designed to provide the Authority's taxpayers, citizens, investors, creditors and customers with a general overview of the Authority's finances, and to show the Authority's accountability for the funds it receives and expends. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Director of Administration and Finance, 3801 W. Ferguson Road, Suite 209, Fort Wayne, Indiana 46809-3194.

Fort Wayne-Allen County Airport Authority

Statement of Net Position

December 31, 2025

Assets

Current Assets

Unrestricted assets	
Cash and cash equivalents	\$ 35,201,376
Investments	42,913,348
Accounts receivable, net of allowance	263,255
Unbilled revenue	564,710
Property tax receivables, net of allowance	175,889
Lease receivable	2,277,856
Other receivables	664,465
Inventory	367,462
Prepaid items	385,884
Total unrestricted assets	<u>82,814,245</u>
Restricted assets	
Cash and cash equivalents	208,258
Passenger facility charge receivable	282,275
Federal and state grants receivable	13,396,773
Property tax receivable, net of allowance	57,594
Total restricted assets	<u>13,944,900</u>
Total current assets	<u>96,759,145</u>

Noncurrent Assets

Unrestricted assets	
Lease receivable, net of current	10,684,038
Other receivables	128,025
Total unrestricted assets	<u>10,812,063</u>
Restricted assets	
Cash and cash equivalents	1,412,111
Investments	2,500,000
Property tax receivables, net of allowance	24,429
Total restricted assets	<u>3,936,540</u>
Capital assets not being depreciated	110,920,958
Capital assets, net of accumulated depreciation	150,683,572
Total noncurrent assets	<u>276,353,133</u>
Total Assets	<u>373,112,278</u>

Deferred Outflows of Resources

Deferred outflow of resources related to pensions	857,397
Deferred outflow of resources related to OPEB	52,384
Total deferred outflows of resources	<u>909,781</u>

See accompanying notes to financial statements.

Fort Wayne-Allen County Airport Authority
Statement of Net Position (Continued)
December 31, 2025

**Liabilities, Deferred Inflows of Resources and
Net Position**

Current Liabilities

Payable from unrestricted	
Accounts payable	\$ 12,131,576
Accrued liabilities	452,511
Accrued compensated absences	296,358
Advance rent	88,079
Current portion of total OPEB liability	24,663
SBITA liability	94,655
Total unrestricted	<u>13,087,842</u>
Payable from restricted	
Accounts payable	201,577
Current portion of bonds payable	1,350,000
Accrued interest on bonds payable	288,347
Total restricted	<u>1,839,924</u>
Total current liabilities	<u>14,927,766</u>

Noncurrent Liabilities

Net pension liability	2,666,332
Total OPEB liability, net of current	1,007,534
Accrued compensated absences	944,401
Bonds payable, net of current	23,518,861
SBITA liability, net of current	66,055
Total noncurrent liabilities	<u>28,203,183</u>
Total liabilities	<u>43,130,949</u>

Deferred Inflows of Resources

Deferred inflows of resources related to pensions	65,461
Deferred inflows of resources related to OPEB	628,186
Deferred inflows of resources related to leases	13,530,485
Total deferred inflows of resources	<u>14,224,132</u>

Net Position

Net investment in capital assets	224,726,609
Restricted for	
Capital projects	17,527,164
Unrestricted	74,413,205
Total net position	<u>\$ 316,666,978</u>

Fort Wayne-Allen County Airport Authority
Statement of Revenues, Expenses, and Changes in Net Position
For the Year Ended December 31, 2025

Operating Revenues

Airfield	\$ 2,508,277
Buildings and grounds	1,811,961
Terminal	5,358,762
Parking	6,589,887
Fixed based operations	6,642,521
Reliever airport	508,771
Total operating revenues	<u>23,420,179</u>

Operating Expenses

Airfield	3,018,613
Buildings and grounds	1,218,373
Terminal	2,891,391
Parking	1,103,528
Fixed based operations	5,642,021
Reliever airport	571,619
Administration	3,432,672
Maintenance	2,053,410
Depreciation and amortization	11,468,199
Total operating expenses	<u>31,399,826</u>

Operating Loss

(7,979,647)

Nonoperating Revenues (Expenses)

Property and other taxes	9,732,887
Passenger facility charge	2,037,305
Customer facility charge	592,585
Interest income	3,316,966
Interest expense	(511,345)
Miscellaneous	1,200
Unrealized loss on investments	(21,156)
Loss on disposal of capital assets	(261,449)
Net nonoperating revenues (expenses)	<u>14,886,993</u>

Income Before Capital Contributions

6,907,346

Capital Contributions

Federal and state grants	<u>24,184,381</u>
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Net Position

Increase in net position	31,091,727
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Total Net Position, Beginning of Year

285,575,251

Total Net Position, End of Year

\$ 316,666,978

See accompanying notes to financial statements.

Fort Wayne-Allen County Airport Authority

Statement of Cash Flows For the Year Ended December 31, 2025

Cash Flows From Operating Activities

Receipts from customers	\$ 23,807,305
Payments to suppliers	(10,930,917)
Payments to employees	(7,298,559)
Payments of benefits on behalf of employees	(2,050,949)
Refunds and return of customer deposits	53,518
Net cash provided by operating activities	<u>3,580,398</u>

Cash Flows From Noncapital Financing Activities

Receipts of property and other taxes	<u>7,012,632</u>
Net cash provided by noncapital financing activities	<u>7,012,632</u>

Cash Flows From Capital and Related Financing Activities

Receipts of property and other taxes	2,671,737
Acquisition and construction of capital assets	(41,720,165)
Sale of capital assets	82,187
Principal paid on bonds and other long-term debt	(1,295,000)
Interest paid on bonds and other long-term debt	(590,855)
Capital grant receipts	20,103,139
Passenger facility charge receipts	1,896,347
Customer facility charge receipts	592,585
Net cash used in capital and related financing activities	<u>(18,260,025)</u>

Cash Flows From Investing Activities

Purchase of investment securities	(49,500,000)
Proceeds from sale and maturities of investment securities	61,000,000
Interest received on investments	3,851,184
Net cash provided by investing activities	<u>15,351,184</u>

Net Increase in Cash and Cash Equivalents

7,684,189

Cash and Cash Equivalents, Beginning of Year

29,137,556

Cash and Cash Equivalents, End of Year

\$ 36,821,745

See accompanying notes to financial statements.

Fort Wayne-Allen County Airport Authority

Statement of Cash Flows (continued) For the Year Ended December 31, 2025

Provided by Operating Activities

Operating loss	\$ (7,979,647)
Adjustments to reconcile operating loss to net cash provided by operating activities	
Depreciation and amortization	11,468,199
Changes in assets and liabilities	
Accounts receivable and unbilled revenue	(45,193)
Other assets	(37,075)
Accounts payable	(167,044)
Accrued liabilities	(2,572,747)
Net pension liability	(497,991)
Deferred outflows/inflows of resources	3,309,432
Net OPEB	102,464
Net cash provided by operating activities	<u><u>\$ 3,580,398</u></u>

Schedule of Noncash Transactions

Capital and related financing activities	
Capital assets included in accounts payable	\$ 11,848,350
Capital contributions from federal and state grants	\$ 4,081,242

See accompanying notes to financial statements.

Fort Wayne-Allen County Airport Authority

Notes to the Financial Statements

December 31, 2025

Note 1: Organization and Summary of Significant Accounting Policies

Organization

The Fort Wayne-Allen County Airport Authority (the Authority) is a municipal corporation established July 1, 1985, under authority granted by Indiana statute (1961 Acts, Chapter 283, IC 1979 19-6-2, superseded by IC 8-22-3-1). The Authority was established for the general purpose of acquiring, maintaining, operating, and financing airports and landing fields in and bordering on Allen County, Indiana, and in connection therewith is authorized, among other things, to issue general obligation and revenue bonds and to levy taxes in accordance with the provisions of the statute. The Authority administers an airport system composed of Fort Wayne International Airport (FWA), a non-hub primary commercial service airport, and Smith Field, a general aviation airport. The Authority has no stockholders or equity holders, and all revenues and other receipts must be disbursed in accordance with such statute.

Use of Estimates in Preparation of Financial Statements

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America (U.S. GAAP) requires management to make estimates and assumptions that affect the reported amounts of assets, deferred outflows of resources, liabilities, and deferred inflows of resources, and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reported period. Actual results could differ from those estimates.

Reporting Entity

As required by U.S. GAAP, these financial statements present the Authority.

The Authority's Board consists of six members, three appointed by the Mayor of the City of Fort Wayne, and three by the Allen County Commissioners.

Basis of Accounting and Reporting

The financial statements consist of a single enterprise fund, which is accounted for using the flow of economic resources measurement focus and the accrual basis of accounting. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

The Authority reports revenues and expenses as operating or nonoperating. Operating revenues and expenses result from providing services in the Authority's ongoing operations. The Authority classifies revenues from airlines, concessions, car rental companies, parking, and building and ground lessees as operating revenues. All expenses relating to operating the Authority such as personnel and administrative expenses, supplies, repairs to property and equipment, charges for professional and other contractual services, utilities, and depreciation and amortization expense on capital assets are reported as operating expenses.

Fort Wayne-Allen County Airport Authority

Notes to the Financial Statements

December 31, 2025

All other revenues such as revenues from grants, property and other taxes, passenger facility charges, customer facility charges, and interest income are considered nonoperating revenues. Interest expense is reported as nonoperating expense.

When both restricted and unrestricted resources are available for use, the Authority's policy is to use restricted resources first, then unrestricted resources as they are needed.

The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The Authority follows GASB pronouncements for proprietary funds.

Adoption of New Accounting Standards

In December 2023, the Government Accounting Standards Board issued GASB Statement No. 102, *Certain Risk Disclosures*, which addresses the disclosure of risks related to a government's vulnerability due to certain concentrations or constraints. This statement is effective for reporting periods ending after June 15, 2024. The adoption of this accounting standard did not have a significant effect on the Authority's financial statements.

Future Adoption of Accounting Standards To Be Implemented

In April 2024, the Government Accounting Standards Board issued GASB Statement No. 103, *Financial Reporting Model Improvements*, which is to improve key components of the financial report to enhance its effectiveness in providing information essential for decision making and assessing accountability. This statement is effective for reporting periods beginning after June 15, 2025. The Authority is currently evaluating the impact this standard will have on the financial statements when adopted.

In December 2025, the Governmental Accounting Standards Board issued GASB Statement No. 105, *Subsequent Events*, which is intended to improve the financial reporting requirements for subsequent events by clarifying the time frame for evaluating such events, distinguishing between recognized and nonrecognized subsequent events, and establishing specific disclosure requirements for nonrecognized events. This statement is effective for fiscal years beginning after June 15, 2026. The Authority is currently evaluating the impact this standard will have on the financial statements when adopted.

Cash and Cash Equivalents

For purposes of the statement of cash flows, the Authority considers all highly liquid investments (including restricted assets) with a maturity of three months or less when purchased to be cash equivalents. Cash equivalents, which are stated at cost, consist of short-term government money market funds.

Investments

Indiana statutes authorize the Authority to invest in United States obligations and issues of federal agencies, secured repurchase agreements, certificates of deposit, money market deposit accounts, passbook savings accounts, and negotiable order of withdrawal (NOW) accounts.

Fort Wayne-Allen County Airport Authority

Notes to the Financial Statements

December 31, 2025

The Authority invests exclusively in short-term non-negotiable certificates of deposit that are stated at cost, money market deposit accounts, or treasury securities.

Unbilled Revenue

The Authority accrues revenue for rentals and fees earned but not yet billed as of year-end.

Inventories

At year-end, the Authority had supplies inventory on hand. Inventories are valued at cost using the first-in-first-out method.

Capital Assets

On July 1, 1985, under an intergovernmental joint agreement between Allen County and the City of Fort Wayne, and pursuant to Indiana Statute 8-22-3-1, the Authority was established and thereupon assumed all assets and obligations of the City's airport operations. Prior to that date, the airport operated as an agency of the City under the Board of Aviation.

Capital assets, which include property, equipment, infrastructure (e.g., taxiways, runways, roads, terminal apron), and intangible assets are defined by the Authority as assets with an initial cost of \$5,000 or more and estimated useful life of two or more years. These assets are recorded at historical cost.

Capital assets are reported at historical cost, net of accumulated depreciation and amortization. Maintenance and repairs that do not add value to the assets or materially extend assets lives are not capitalized. When capital assets are disposed of, the related cost and accumulated depreciation and amortization are removed from the respective accounts and any gain or loss on disposition is credited or charged to expense. Runways, taxiways, parking areas, sewers and other similar items are written off when fully depreciated or amortized unless clearly identified as still being in use. Except for inexhaustible capital assets such as land, land improvements, aviation easements, and construction in progress, all capital assets, including infrastructure assets, right-to-use lease assets, and right-to-use subscription assets are depreciated or amortized using the straight-line method over the estimated useful lives of the assets as follows:

	Years
Buildings and improvements	5-30
Infrastructure items	10-50
Intangibles	3-10
Equipment	3-20
Right to use	Period dependent on lease term

Compensated Absences

All full-time employees receive compensation for vacations, holidays, illness, and certain other qualifying absences. The number of days compensated for the various categories of absence is generally based on

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length of service. Vacation that has been earned but not paid has been accrued in the financial statements. Accumulated unused sick leave benefits are only paid out upon retirement. The maximum accumulation per employee is 1,460 hours for Public Safety employees and 1,040 hours for all other employees.

The liabilities for compensated absences are recognized by (1) leave that is attributable to services already rendered, (2) the leave accumulates and (3) the leave is more likely than not to be used for time off or otherwise paid in cash or settled through noncash means.

Deferred Outflows and Inflows of Resources

In addition to assets, liabilities, and net position, the Statement of Net Position includes separate sections for deferred outflows of resources and deferred inflows of resources. Deferred outflows of resources represent the consumption of net assets applicable to future periods, while deferred inflows of resources represent the acquisition of net assets applicable to future periods. For the Authority, deferred outflows of resources relate to pension and OPEB items, while deferred inflows of resources relate to pension, OPEB, and leases.

Net Position

Net position is the difference between (a) assets and deferred outflows of resources and (b) liabilities and deferred inflows of resources. Net position has three components: Net investment in capital assets; restricted, and unrestricted. Net investment in capital assets consist of capital assets net of accumulated depreciation and amortization and reduced by outstanding debt related to the acquisition, construction, or improvement of those assets. Deferred outflows and deferred inflows of resources that are attributable to the acquisition, construction, or improvement of those assets or related debt are also included in this component of net position. The restricted component of net position consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets. The Authority's restricted assets are expendable. The unrestricted component of net position is the net amount of the assets, deferred outflows of resources, liabilities, and deferred inflows of resources that are not included in the determination of net investment in capital assets or the restricted component of net position.

Capital Project Funds

Certain expenditures for airport capital improvements receive significant federal funding through the Airport Improvement Program of the Federal Aviation Administration (FAA), and the Department of the Army, National Guard Bureau, Department of Defense. Funds are also received for airport development from the State of Indiana and the Transportation Security Administration (TSA). The Authority funds the remaining balance of such expenditures. Capital funding provided under government grants is considered earned as the related approved capital improvement expenditures are disbursed.

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Passenger Facility Charge (PFC) Revenue

The Authority received approval from the FAA to impose and use a PFC of \$3 per enplaned passenger beginning July 1, 1993

Subsequently, the Authority received approval from the FAA to increase the PFC from \$3 to \$4.50 per enplaned passenger beginning December 1, 2005. All projects for PFC applications prior to 2023 have been completed. In addition, on November 22, 2023, the following projects were approved:

- (1) West Terminal Building Renovation/Expansion – Construction
- (2) East Terminal Building Renovation/Expansion – Design
- (3) East Terminal Building Renovation/Expansion Phase 2 – Construction
- (4) East Terminal Building Renovation/Expansion Phase 3 – Construction
- (5) Snow Removal Vehicle with Plow & Broom Attachment

PFC's are collected by the airlines and are recognized as earned and included in nonoperating revenues by the Authority. The approval received in 2023 allows the Authority to impose and use \$9,529,721 in PFC's for the projects listed above, bringing the grand total of all PFC approved applications to \$44,786,287. As of December 31, 2025, the Airport Authority is estimating full collection of the approved amount will occur by January 2030.

Customer Facility Charge (Rental Cars)

In 2011, The Authority's Board approved to collect a customer facility charge (CFC) from all car rental companies that operate on the Airport. Effective July 1, 2014, the Board approved an increase in the CFC from \$1.50 per day to \$2.25 per car rental transaction per day. The Board also increased the period of collection from a rental for up to four days to a rental for up to ten days. Effective January 1, 2019, the Board approved an increase in the CFC from \$2.25 per day to \$2.50 per car rental transaction per day. CFC revenues will be used to construct a new car rental parking area and car rental parking area maintenance on the Airport. CFCs are recognized as non-operating revenue by the Authority.

Leases

All leases with maximum possible terms exceeding one year are recognized as both a right-to-use asset and a lease liability on the Statement of Net Position, with certain exceptions. Rental income is generally recognized over the respective lease terms.

The lease receivable and liability are measured at the present value of the fixed lease payments expected to be received or made during the lease term, using the Authority's incremental borrowing rate. The deferred inflow of resources and intangible right-to-use assets are equal to the lease receivable and liability, respectively, adjusted for payments received or made at or before the lease commencement date. Subsequently, the lease receivable is reduced by the principal portion of lease payments received, and the deferred inflow of resources is recognized as revenue over the life of the lease term. The lease liability is reduced by the principal portion of the lease payments made and the right-to-use asset is amortized on a straight-line basis over the lease term.

Lease liabilities are included in lease and subscription liabilities and the right-to-use assets are reported with capital assets on the accompanying statement of net position.

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The Authority remeasures the lease receivable, right-to-use asset and deferred inflow of resources, if certain changes occur that are expected to significantly affect the amount of the lease receivable or lease liability.

Subscription-Based Information Technology Arrangements (SBITA)

The Authority recognizes a subscription liability and an intangible right-to-use subscription asset at the commencement of the term. The subscription liability is measured at the present value of future payments and the intangible right-to-use asset is equal to the liability, adjusted for payments made at the start of the subscription term. The liability is reduced by the principal portion of payments made and the asset is amortized on a straight-line basis over the lease term. Subscription liabilities are included in lease and subscription liabilities and the intangible assets are reported with capital assets on the accompanying statement of net position.

Property Taxes

The following summarizes the property tax calendar for the current year:

Lien date	March 1, 2024
Levy date	January 1, 2025
Tax bills mailed	April 1 and October 1, 2025
First installment payment due	May 10, 2025
Second installment payment due	November 10, 2025
Authority collection dates	June and December 2025
Tax sale - 2024 delinquent property taxes	August 2027

Property taxes levied are collected by the Allen County Treasurer and periodically remitted to the Authority.

Property taxes are accrued when levied, and receivables (current and noncurrent) aggregated \$295,471 with an allowance of \$37,559 for delinquent taxes, at December 31, 2025.

Property taxes in the Cumulative Building Fund are classified as restricted by the Department of Local Government Finance and there are restrictions on how they can be used, and they must receive separate appropriation approvals.

Risk Management

The Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Authority carries commercial insurance to protect against all these risks of loss. Settled claims resulting from these risks have not exceeded commercial insurance coverage. There was no reduction in insurance coverage during 2025.

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Budgetary Compliance

The State of Indiana requires the Authority to legally adopt a budget annually. The basis of budgetary adoption and compliance is primarily cash basis accounting. Open purchase orders are added to budgetary expenditures at year-end to measure compliance. Additionally, open purchase orders are automatically added to the following year's budget without the necessity of the additional appropriation legal process. All remaining unencumbered appropriations lapse at year-end.

The legal level of budgetary control is by major expense category. Budgeted amounts may be transferred within major expense categories solely upon approval from the Authority's Board. However, any revision that alters the total appropriation of any major expense category must, in addition, be approved by the State Department of Local Government Finance. During the year, several appropriation transfers were made to ensure that expenditures did not exceed budgeted appropriations.

Pensions

The Authority participates in a cost-sharing multiple-employer defined benefit pension plan, the Public Employees' Retirement Fund (PERF) of the Indiana Public Retirement System. For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of PERF and additions to and deductions from PERF's fiduciary net position have been determined on the same basis as they are reported by PERF. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Non-Trusted Single Employer Other Postemployment Benefit Plan

The Authority has a single-employer other postemployment benefit (OPEB) plan, Fort Wayne-Allen County Airport Authority Postretirement Benefit Plan, (the OPEB Plan). For purposes of measuring the total OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information has been determined on the same basis as they are reported by the OPEB Plan. For this purpose, benefit payments are recognized when due and payable in accordance with the benefit terms.

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Note 2: Cash, Cash Equivalents and Investments

Cash, cash equivalents and investments included in the statement of net position on December 31, 2025 consist of the following:

	<u>Amount</u>
Cash and cash equivalents	
Current	\$ 35,201,376
Current, restricted	208,258
Noncurrent, restricted	1,412,111
	<u>36,821,745</u>
Investments	
Current	42,913,348
Noncurrent, restricted	2,500,000
	<u>45,413,348</u>
Total	<u>\$ 82,235,093</u>

Deposits and investments with financial institutions on December 31, 2025 are as follows:

Cash deposits	\$ 37,163,060
Certificates of Deposit	42,222,172
Investment portfolio	3,191,176
	<u>82,576,408</u>
Total deposits	<u>\$ 82,576,408</u>

The Authority's investment policy authorizes investments in savings accounts, intergovernmental investment pools, short-term non-negotiable certificates of deposit that are stated at cost, money market deposit accounts, and treasury securities.

Investments are reported at fair value other than those using the Net Asset Value (NAV) or amortized costs. Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. Fair value determinations, other than those measured using the NAV as a practical expedient, are made based upon a hierarchy that prioritized the inputs to valuation techniques. The hierarchy gives the highest priority to unadjusted quoted prices in active markets for identical assets or liabilities (Level 1 measurements) and the lowest priority to unobservable inputs (Level 3 measurements).

- Level 1 – Inputs are unadjusted quoted prices for identical assets or liabilities in active markets that the Authority has the ability to access.
- Level 2 – Inputs include quoted prices for similar assets or liabilities in active markets; quoted prices for identical or similar assets or liabilities in inactive markets; inputs other than quoted prices that are observable for the asset or liability; inputs that are derived principally from or corroborated

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by observable market data by correlation or other means. If the asset or liability has a specified (contractual) term, the Level 2 inputs must be observable for substantially the full term of the asset or liability.

- Level 3 – Inputs to the valuation methodology are unobservable inputs in situations where there is little or no market activity for the asset or liability, and the reporting entity makes estimates and assumptions related to the pricing of the asset or liability including assumptions regarding risk.
- Amortized Cost – Certificates of deposit and money market funds are recorded at amortized cost.

The asset or liability's fair value measurement level within the fair value hierarchy is based on the lowest level of any input that is significant to the fair value measurement. Valuation techniques used need to maximize the use of observable inputs and minimize the use of unobservable inputs. While the Authority believes its valuation methods are appropriate and consistent with other market participants, the use of different methodologies or assumptions to determine the fair value of certain financial instruments could result in a different estimate of fair value at the reporting date.

At December 31, 2025, the Authority had the following investments:

		Fair Value Measurement Using			
		Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)	
	Maturities	12/31/2025			
Investments by fair value level					
Federated Hermes Government Obligation	N/A	\$ 3,191,176	\$ -	\$ 3,191,176	\$ -
Investments at amortized cost					
Certificates of Deposit	119 Day Average	42,222,172			
Total Investments		<u>\$45,413,348</u>			

Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. The Authority's investment policy to minimize interest rate risk is to abide by the Indiana Code, which limits investments to securities with a stated maturity of not more than two years. This maturity limitation reduces the Authority's exposure to declines in fair values related to increases in interest rates.

Certificates of deposit had weighted average days to maturity (WAM) of 119 days at December 31, 2025. A portfolio's WAM reflects the average maturity in days based on final maturity or reset date, in the case of floating rate instruments. WAM measures the sensitivity of the portfolio to interest rate changes.

Credit risk is the risk that an issuer or other counterpart to an investment will not fulfill its obligations. To minimize credit risks associated with investments, the Authority's policy is to follow IC 5-13-9-2.5, which limits investments to money market funds rated AAA by Standard and Poor's Corporation or Aaa by

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Moody's Investors Service, Inc., repurchase agreements fully collateralized by U.S. Government securities, and U.S. Treasury obligations (or other U.S. Agency obligations). As of December 31, 2025, the Authority's investments met these criteria.

Custodial credit risk for deposits is the risk that in the event of a bank failure, the Authority's deposits may not be returned. The Authority's deposit policy for custodial credit risk requires compliance with the provisions of Indiana Code (IC) 5-13-9. The Authority's cash deposits and investments are insured by the Federal Deposit Insurance Corporation (FDIC) at each bank for a combined total of up to \$250,000.

Deposits in excess of \$250,000 for cash deposits and investments at each bank are insured by the Indiana Public Deposits Insurance Fund (IPDIF). The IPDIF is a multiple financial institution collateral pool as provided under IC 5-13-12-1. Authority deposits totaling \$1,750,000 are insured by the FDIC. Remaining deposits are insured by the IPDIF.

Custodial credit risk for investments is the risk that, in the event of the failure of the counterparty to a transaction, a government will not be able to recover the value of investment or collateral securities that are in the possession of an outside party. A portion of the Authority's bank deposits that are invested overnight in repurchase agreements are uninsured and held in the financial institution's name. The Authority's policy is to follow IC 5-13-9-2.5, which requires that repurchase agreements be collateralized with U.S. Government securities.

Foreign currency risk is the risk that changes in interest rates will adversely affect the fair value of an investment or deposit. All Authority deposits and investments are denominated in U.S. currency.

Concentration of credit risk is the risk of loss attributed to the magnitude of the Authority's investment in a single issuer. The Authority's policy is to follow IC 5-13-9-5 which requires investments to be made only in depositories on the State of Indiana's approved depository list and have a maximum maturity date of 2 years.

Note 3: Restricted Assets

Cash, Cash Equivalents and Investments

Cash, cash equivalents and investments are restricted as follows:

	<u>Amount</u>
Pursuant to the FWACAA General Obligation Bonds of 2021	\$ 94,631
Pursuant to the FWACAA Tax Exempt Private Activity General Obligation Bonds of 2021	100,729
Pursuant to the Aviation Safety and Capacity Expansion Act of 1990, Federal Aviation Regulation Part 158 Passenger Facility Charge Account	12,898
Pursuant to Cumulative Building Fund Account established in 2001	3,711,526
Security deposits	<u>200,585</u>
Total	<u>\$ 4,120,369</u>

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General Obligation Bonds of 2021

Pursuant to the Bond Ordinance, the GO Bond proceeds were deposited into the Bond Proceeds Fund which are to be used to pay expenses associated with the Project and the issuance costs. Any proceeds remaining in the Bond Proceeds Fund after project completion not required for unpaid obligations shall be used to pay debt service on the GO Bonds or otherwise used as permitted by law.

A GO Bond Fund was also established which is used to pay the debt service on the GO Bonds. The net GO Bond premium was deposited into the GO Bond Fund at closing and was used to pay debt service on the GO Bonds in budget years 2021, 2022, and a portion of 2023.

The Authority levies a property tax for the payment of principal and interest on these bonds. The levy became effective for taxes collected during 2021.

Tax-Exempt Private Activity General Obligation Bonds of 2021

Pursuant to the Bond Ordinance, the Private Activity GO Bond proceeds were deposited into the Bond Proceeds Fund which are to be used to pay expenses associated with the Project and the issuance costs. Any proceeds remaining in the Bond Proceeds Fund after project completion not required for unpaid obligations shall be used to pay debt service on the Private Activity GO Bonds or otherwise used as permitted by law.

A Private Activity GO Bond Fund was established which is used to pay the debt service on the Private Activity GO Bonds.

The Authority levies a property tax for the payment of principal and interest on these bonds. The levy became effective for taxes collected during 2021.

Note 4: Inventories

Inventory of supplies and materials at December 31 consists of the following:

	<u>Amount</u>
Supply inventories held for consumption	\$ 136,700
Fixed based operator inventories held for sale	<u>230,762</u>
Total inventories	<u><u>\$ 367,462</u></u>

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Note 5: Capital Assets

Capital asset activity for the year ended December 31 consists of the following:

	Beginning Balance	Additions	Deletions	Ending Balance
Capital assets, not being depreciated				
Land	\$ 23,891,031	\$ 34,184	\$ -	\$ 23,925,215
Intangibles - easements	614,080	-	-	614,080
Construction in progress	56,092,595	44,772,634	14,483,566	86,381,663
Total capital assets, not being depreciated	80,597,706	44,806,818	14,483,566	110,920,958
Capital assets, being depreciated				
Buildings and improvements	156,124,919	1,066,502	337,471	156,853,950
Infrastructure items	204,456,093	13,742,644	819,847	217,378,890
Intangibles - other	3,299,758	180,724	62,160	3,418,322
Equipment	16,488,816	1,249,203	461,789	17,276,230
Right to use assets-equipment	81,912	-	-	81,912
Right to use assets-software	420,752	-	-	420,752
Total capital assets, being depreciated	380,872,250	16,239,073	1,681,267	395,430,056
Less accumulated depreciation for				
Buildings and improvements	73,183,381	4,410,685	31,840	77,562,226
Infrastructure items	147,769,048	5,754,716	409,554	153,114,210
Intangibles	3,086,283	101,919	62,160	3,126,042
Equipment	9,940,009	1,087,696	426,056	10,601,649
Right to use assets-equipment	61,434	20,478	-	81,912
Right to use assets-software	167,740	92,705	-	260,445
Total accumulated depreciation	234,207,895	11,468,199	929,610	244,746,484
Net capital assets	\$ 227,262,061	\$ 49,577,692	\$ 15,235,223	\$ 261,604,530

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Note 6: Leases

Lessor Airport Tenant Agreements

The Authority, as a lessor, recognizes a lease receivable and a deferred inflow of resources at the commencement of the lease term, with certain exceptions for regulated leases and short-term leases. The lease receivable is measured at the present value of the lease payments expected to be received during the lease term. The deferred inflow of resources should be measured at the value of the lease receivable in addition to any payments received at or before the commencement of the lease term that relate to future periods.

The discount rate used to measure the lease receivable was the Authority's incremental borrowing rate, and the lease receivable was measured at the present value of the lease payments expected to be received during the lease term. The variable components, such as usage-based payments, rental income not based on CPI or other market indices, and payments based on a percentage of the lessee's gross revenue, are not included in the lease receivable calculation.

Lease Arrangements as Lessor

During 2025, the Authority entered new leases that totaled \$5,775,181. For the year 2025, the Authority reported lease revenue of \$3,125,678 and interest revenue of \$182,199 related to lease payments received. These leases are summarized as follows:

	Beginning Lease	Lease Receivables		Receivable	Annual Lease	Ending Lease
	Receivable	New in 2025	Interest	Reduction	Revenue	Receivable
Buildings	\$ 5,773,816	\$ 5,739,479	\$ 135,611	\$ 2,268,910	\$ 2,404,521	\$ 9,244,385
Hangars	622,890	35,702	7,598	139,990	147,588	\$ 518,602
Land	3,915,685	-	38,990	716,778	755,768	\$ 3,198,907
	<u>\$ 10,312,391</u>	<u>\$ 5,775,181</u>	<u>\$ 182,199</u>	<u>\$ 3,125,678</u>	<u>\$ 3,307,877</u>	<u>\$ 12,961,894</u>

For year ended December 31, 2025, the Authority's balance in lease receivables totaled \$9,244,385 for building assets on the Statement of Net Position. During 2025, the lease receivable balance was reduced, and interest income recognized for \$2,268,910 and \$135,611, respectively. In addition, the lease receivables were discounted to the net present value determined at approximately the year-end 2025 using the Lessor's incremental borrowing rate.

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Future minimum lease payments are as follows:

	Principal	Interest	Total
2026	\$ 1,360,372	\$ 220,899	\$ 1,581,271
2027	1,366,709	186,521	1,553,230
2028	1,017,814	156,563	1,174,377
2029	990,178	131,870	1,122,048
2030	922,699	107,919	1,030,618
2031-2035	3,514,849	191,737	3,706,586
2036-2040	71,764	1,016	72,780
Total	<u>\$ 9,244,385</u>	<u>\$ 996,525</u>	<u>\$ 10,240,910</u>

For year ended December 31, 2025, the Authority's balance in lease receivables totaled \$518,602 for hangar assets on the Statement of Net Position. The lease receivable balance was reduced, and interest income recognized for \$139,990 and \$7,598, respectively. In addition, the lease receivables were discounted to the net present value determined at approximately the year-end 2025 using the Lessor's incremental borrowing rate.

Future minimum lease payments are as follows:

	Principal	Interest	Total
2026	\$ 124,727	\$ 6,216	\$ 130,943
2027	117,618	4,661	122,279
2028	68,591	3,489	72,080
2029	12,898	3,112	16,010
2030	13,471	2,910	16,381
2031-2035	76,787	11,189	87,976
2036-2040	94,280	4,654	98,934
2041-2045	10,230	430	10,660
Total	<u>\$ 518,602</u>	<u>\$ 36,661</u>	<u>\$ 555,263</u>

For year ended December 31, 2025, the Authority's balance in lease receivables totaled \$3,198,907 for land assets on the Statement of Net Position. The lease receivable balance was reduced, and interest income recognized for \$716,778 and \$38,990, respectively. In addition, the lease receivables were discounted to the net present value determined at approximately the year-end 2025 using the Lessor's incremental borrowing rate.

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Future minimum lease payments are as follows:

	Principal	Interest	Total
2026	\$ 792,757	\$ 52,724	\$ 845,481
2027	851,177	35,909	887,086
2028	847,400	18,422	865,822
2029	42,722	11,402	54,124
2030	44,167	10,761	54,928
2031-2035	183,524	44,207	227,731
2036-2040	122,789	32,794	155,583
2041-2045	142,542	21,305	163,847
2046-2050	163,747	8,041	171,788
2051-2055	8,082	20	8,102
Total	<u>\$ 3,198,907</u>	<u>\$ 235,585</u>	<u>\$ 3,434,492</u>

Regulated Leases

Regulated leases are certain leases that are subject to external laws, regulations, or legal rulings and, as such, the Authority does not recognize a lease receivable and a deferred inflow of resources for regulated leases. For example, the U.S. Department of Transportation and Federal Aviation Administration regulate aviation leases between airports and air carriers and other aeronautical users. Regulated Leases include the following:

Airline Use and Lease Agreement Signatory Airlines

The rights, services, and privileges, including the lease of preferentially assigned gates, an airline has in connection with the use of the airport and its facilities is addressed in the Airline Use and Lease Agreement (AULA). By definition, an AULA is considered a regulated lease and does not recognize a receivable and corresponded deferred inflow of resources.

The Authority and certain airlines entered the current AULA effective January 1, 2022. The 2022 AULA has a five-year term with an expiration date of December 31, 2026. The Authority entered an AULA with three (4) passenger airlines and recognized terminal space rent, landing fee, apron fee, and boarding security revenue of \$2,094,616, \$1,540,806, \$209,053, and \$236,022, respectively.

Due to the variable nature of the above revenues from year to year, expected future minimum payments are indeterminable.

The four signatory airlines include Allegiant Air, LLC, Delta Air Lines, Inc., United Airlines and American Airlines.

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Future minimum lease payments (terminal rent - exclusive space) are as follows:

2026	177,856
Total	<u>\$ 177,856</u>

Short-Term Leases

Short-term leases are certain leases that, at the commencement of the lease term, has maximum possible term under the lease contract of 12 months (or less), including any options to extend, regardless of their probability of being exercised. As such, the Authority does not recognize a lease receivable and a deferred inflow of resources for short-term leases.

Common Use Hangars

On various dates, the Authority entered into month-to-month hangar lease agreements with multiple tenants for the use of common hangar space located at the Fort Wayne International Airport. In 2025, these agreements included \$483,738 in hangar annual revenue.

SMD T-Hangars

On various dates, the Authority entered month-to-month T-hangar lease agreements with multiple tenants for the use of T-hangars located at Smith Field Airport. In 2025, these agreements included \$112,694 in T-hangar annual revenue.

FWA T-Hangars

On various dates, the Authority entered month-to-month T-hangar lease agreements with multiple tenants for the use of T-hangars located at the Fort Wayne International Airport. In 2025, these agreements included \$72,980 in T-hangar annual revenue.

Lessee Airport Agreements

The Authority, as a lessee, recognizes a lease liability and a right-to-use (RTU) asset at the commencement of the lease term. The lease liability is measured at the present value of the lease payments expected to be paid during the lease term. The RTU asset should be measured at the value of the lease liability in addition to any payments paid at or before the commencement of the lease term that relate to future periods.

For year ended December 31, 2025, the Authority reduced the lease liability balance and recognized interest expense for \$20,638 and \$62, respectively. In addition, the lease liability was discounted to the net present value determined at approximately the year-end 2025 using the Lessor's incremental borrowing rate.

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Note 7: Subscription-Based Information Technology Arrangements (SBITA)

The Authority recognizes a subscription liability and a right-to-use (RTU) subscription asset at the commencement of the subscription term. The discount rate used to measure the subscription liability was the Authority's incremental borrowing rate, and the subscription liability is measured at the present value of the subscription payments expected to be paid during the subscription term. The RTU subscription asset should be measured at the value of the subscription liability in addition to any payments paid at or before the commencement of the subscription term that relate to future periods. These leases are summarized as follows:

SBITA Description	Beginning SBITA Liability	Implied Interest	SBITA Liability Reduction	Annual SBITA Liability	Ending SBITA Liability
Right-to-use asset - software - Terminal Systems International	\$ 30,248	\$ 403	\$ 15,164	\$ 15,567	\$ 15,084
Right-to-use asset - software - Lexipol	3,437	92	1,115	1,207	2,322
Right-to-use asset - software - Veoci	31,040	831	15,080	15,911	15,960
Right-to-use asset - software - N-Able Technologies	48,116	1,056	15,622	16,678	32,494
Right-to-use asset - software - PDQ	3,688	77	1,198	1,275	2,490
Right-to-use asset - software - Revver	12,009	259	3,899	4,158	8,110
Right-to-use asset - software - ARGUS International	7,204	160	2,291	2,451	4,913
Right-to-use asset - software - UC View	5,183	118	1,682	1,800	3,501
Right-to-use asset - software - UKG	49,131	1,133	15,279	16,412	33,852
Right-to-use asset - software - Amadeus	32,649	988	10,560	11,548	22,089
Right-to-use asset - software - LNRS Data Services	29,504	686	9,609	10,295	19,895
	<u>\$ 252,209</u>	<u>\$ 5,803</u>	<u>\$ 91,499</u>	<u>\$ 97,302</u>	<u>\$ 160,710</u>

In 2025 the Authority recorded \$252,209 of a subscription liability and RTU subscription asset. The subscription liability balance was reduced, and interest expense was recognized for \$91,499 and \$5,803 respectively. In addition, the subscription liability was discounted to the net present value determined at approximately the year-end 2025 using the Authority's incremental borrowing rate.

Future minimum lease payments are as follows:

	Principal	Interest	Total
2026	94,655	2,384	97,039
2027	66,055	732	66,787
Total	<u>\$ 160,710</u>	<u>\$ 3,116</u>	<u>\$ 163,826</u>

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Note 8: Property Taxes

The applicable property tax rates and related levies in 2025 are as follows:

	Rate per \$100	Property Tax Levies
Operating	\$ 0.0216	\$ 5,717,750
Debt service	0.0067	1,773,561
Cumulative building	0.0030	794,132
 Total	 \$ 0.0313	 \$ 8,285,443

Note 9: Pension Plan

Plan Description

Employees of the Authority are provided with pensions through the PERF, a cost-sharing multiple-employer defined benefit pension plan administered by the Indiana Public Retirement System (INPRS). Indiana Statutes (IC 5-10.2 and 5-10.3) govern most requirements of the defined benefit plan and give the Authority the authority to contribute to the plan. The contribution requirements of the Authority are established and may be amended by the INPRS Board. The INPRS issues a publicly available annual comprehensive financial report that can be obtained by writing to the Indiana Public Retirement System, One North Capital, Suite 001, Indianapolis, Indiana 46204, or it can be obtained at <http://www.in.gov/inprs/annualreports.htm>.

Benefits Provided

PERF provides retirement, disability, and death benefits. Retirement benefits are determined as 1.1 percent of the employee's highest 5-year average compensation times the employee's years of service. Employees with 10 years of service are eligible to retire at age 65. Employees with 15 years of service are eligible to retire at age 60. Employees are eligible for disability benefits with a minimum of five years of length of service. Disability benefits are determined in the same manner as retirement benefits but are payable immediately without an actuarial reduction. An employee's death entitles the beneficiary to receive the monthly life benefit under the assumption that the member retired on the later of age 50 or the day before the date of death and elected the joint and full survivor option (Eligibility for pre-retirement death benefits requires 15 or more years of vesting service if death occurs in service. If death occurs after separating from service, age 50 with 15 or more years of vesting service).

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Contributions

Per Indiana Code 5-10.2, contribution requirements of PERF employers are established and may be amended by the INPRS. Employees are not required to contribute to the plan. The Authority's contractually required contribution rate for the year ended December 31, 2025, was 11.2 percent of annual payroll, actuarially determined as an amount that is expected to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. Contributions to the pension plan from the Authority were \$638,051 for the year ended December 31, 2025.

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

At December 31, 2025, the Authority reported a liability of \$2,666,332 for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2025, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The Authority's proportion of the net pension liability was based on wages reported by the Authority relative to the collective wages for all employees. At June 30, 2025, the Authority's proportion was .08069 percent, which was an increase of .00219 from its proportion of .07850 percent measured as of June 30, 2024.

For the year ended December 31, 2025, the Authority recognized pension expense of \$456,900. At December 31, 2025, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 372,768	\$ -
Net difference between projected and actual investment earnings earnings on pension plan investments	-	38,295
Change of assumptions	54,432	-
Changes in proportion and differences between Authority contributions and proportionate share of contributions	94,812	27,166
Authority contributions subsequent to the measurement date	335,385	-
Total	<u>\$ 857,397</u>	<u>\$ 65,461</u>

The \$335,385 reported as deferred outflows of resources related to pensions resulting from Authority contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended December 31, 2026. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

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Year ended December 31:

2026	\$ 499,687
2027	118,336
2028	(44,346)
2029	(117,126)
Total	<u>\$ 456,551</u>

Actuarial Assumptions

The total pension liability in the June 30, 2025 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Asset valuation date:	June 30, 2025
Actuarial cost method:	Entry age normal – level percent of payroll
Inflation:	2.00% per year
Investment rate of return:	6.25%, compounded annually (net of administrative and investment expenses)
Cost of living increases:	A one-time 13 th check was granted and payable by October 1, in both 2024 and 2025. Thereafter, it is assumed participants who have commenced benefits prior to July 1, 2029 will receive an annual 13 th check indexed with inflation. Participants commencing on or after July 1, 2029 are assumed to receive a 1% COLA.
Future salary increases:	2.90% - 8.90%, based on service, for the five-year period ending June 30, 2030, 2.65% - 8.65%, base of service, thereafter.
Mortality:	Pub-2010 Public Retirement Plans Mortality Tables (Amount-Weighted) with a fully generational projection of mortality improvements using SOA Scale MP-2019. Healthy Employees – General Employee table with a 3 year set forward for males and a 1 year set forward for females. Retirees – General Retiree table with a 3 year set forward for males and a 1 year set forward for females. Beneficiaries – Contingent Survivor table with no set forward for males and a 2 year set forward for

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females.

Disabled – General Disabled table with a 140% load.

The actuarial assumptions and methods used in the June 30, 2025 valuation of the Public Employees' Defined Benefit Account were adopted by the INPRS Board in May 2025. The majority of the actuarial assumptions and methods are based on plan experience from July 1, 2019 through June 30, 2024, and were first used in the June 30, 2025 valuation. The INPRS Board adopted a funding policy in April 2014, and the policy was last updated in October 2024.

The long-term return expectation for the INPRS defined benefit retirement plans has been determined by using a building-block approach and assumes a time horizon, as defined in the INPRS Investment Policy Statement. A forecasted rate of inflation serves as the baseline for the return expectation. In order to determine the expected long-term nominal market rate of return, the asset class geometric real returns are projected for a 30-year time horizon. These returns are combined with a projected covariance matrix and the target asset allocations to create a range of expected long-term real market rates of return for the portfolio. A range of possible expected long-term rates of return is created by adding the forecasted inflation to the expected long-term real rates of return. This range, along with a reasonable alpha assumption from manager selection, ultimately supports the long-term expected rate of return assumption of 6.25% selected by the Board as the discount rate. The assumption is a long-term assumption and is not expected to change with small fluctuations in the underlying inputs, but may change with a fundamental shift in the underlying market factors or significant asset allocation change.

The target allocation and best estimates of geometric real rates of return for each major asset class are summarized in the following table:

Asset Class	Target Asset Allocation (1)	Long Term Expected Real Rate of Return
Public equity	20.0%	4.6%
Private markets	15.0%	6.9%
Fixed income – ex inflation-linked	20.0%	3.2%
Fixed income – inflation-linked	15.0%	1.8%
Commodities	10.0%	2.7%
Real estate	10.0%	5.4%
Absolute return	5.0%	3.2%
Risk parity	20.0%	5.3%
Cash and cash overlay	N/A	1.7%

(1) The defined benefit plans target allocation for total exposure is 115%. For the long-term expected rate of return calculation, an additional -15% is allocated to the cash and cash overlay global asset class.

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Discount Rate

The Total Pension Liability (TPL) for each defined benefit pension plan was calculated using the long-term expected rate of return of 6.25%. The projection of cash flows used to determine the discount rate assumed the contributions from employers and, where applicable, from members, would at the minimum be made at the actuarially determined required rates, computed in accordance with the current funding policy adopted by the Board, and contributions required by the State of Indiana (the nonemployer contributing entity) would be made as stipulated by Indiana statute. Projected inflows from investment earnings were calculated using the 6.25% long-term assumed investment rate of return. Based on those assumptions, each defined benefit pension plan's Fiduciary Net Position were projected to be available to make all projected future benefit payments of current plan members, therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefits to determine the TPL for each plan.

Sensitivity of Net Pension Liability to Changes in the Discount Rate

The following presents the Authority's proportionate share of the net pension liability calculated using the discount rate of 6.25 percent, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is one percentage point lower (5.25 percent), or one percentage point higher (7.25 percent) than the current rate:

	1% Decrease (5.25%)	Current Discount Rate (6.25%)	1% Increase (7.25%)
Authority's proportionate share of the net pension liability	\$4,711,952	\$2,666,332	\$969,807

Pension Plan Fiduciary Net Position

Detailed information about the pension plan's fiduciary net position is available in the separately issued INPRS financial report.

Payable to the Pension Plan

At December 31, 2025, all required contributions had been paid to the pension plan.

Defined Contribution Plan

The Authority's defined contribution plan is the other component of the Authority's pension plan that is also administered by INPRS. INPRS accumulates employee contributions and allocates investment income into a separate system wide fund for all members. Upon retirement, employees may elect a lump sum

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distribution of all or part of the savings account. Employees who leave employment before qualifying for benefits under the defined benefit component receive a refund of this savings account.

Plan provisions, including contribution requirements, are established by the Indiana State Legislature, and may be amended only by this body. Effective January 1, 2018, funds previously known as an Annuity Savings Account (ASA), were recategorized as a Defined Contribution (DC) fund based on Internal Revenue Service Private Letter Rulings PLR-193-2016 and PLR-110249-18. Employees are required to contribute 3 percent of their annual salary to a defined contribution account. Since 1987, the Authority has been funding the employee contribution requirement. During 2025, the Authority contributed \$172,293 on behalf of the employees. This amount represents pension expense for the Authority during the year. Plan provisions do not require employer contributions. The Authority did not have any outstanding liabilities at year-end for this pension plan.

Note 10: Other Postemployment Benefits (OPEB)

Non-Trusted Plan - Single-Employer Defined Benefit Other Postemployment Benefit Plan

Plan Description

The Authority contributes to the OPEB Plan, a single-employer defined benefit other postemployment benefit (OPEB) plan covering eligible retirees and their spouses. The OPEB Plan is administered by the Fort Wayne-Allen County Airport Authority Board. No assets are accumulated in a trust that meets the criteria of U.S. GAAP, as defined by Note 1.

The Plan provides comprehensive medical benefits as well as dental insurance to eligible retirees and their spouses. There are two classes of eligibility. Class I participants must be at least 55 years of age with 20 years of service with a public employer, including 10 years of service immediately before retirement and 15 years of participation in the retirement plan of which the employee is a member. Class II participants must be at least 60 years of age with 10 years of continuous full-time employment. Coverage ends at the date the participant becomes eligible for Medicare. Class I participants pay full medical premiums. Class II participants pay 30% of the medical premiums. Spouse coverage continues after the death of the retiree. In eligibility Class I, spouse coverage ends at age 65 or when the retiree attains Medicare eligibility, whichever is later. In eligibility Class II, spouse coverage ends when the retiree attains age 65. The Plan also provides dental coverage for all retirees which meet the same eligibility guidelines. The premiums for dental insurance are covered completely by the Plan.

Actuarial Assumptions

The total OPEB liability as of December 31, 2025 was determined using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

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Inflation	2.50% per annum
Discount rate	4.28% per annum
Health care cost trend rates	As of January 1, 2025, medical costs were trended at 8.0% in the first year, graded down to 5.0% for years beginning January 1, 2036 and later. Dental costs were trended at 4.0% for all years.

Mortality rates were based on the Pub-2010 Total Data Set Mortality projected forward with generational mortality improvement using Scale MP-2021.

Covered Employees

The employees covered by the benefit terms at December 31, 2024 are:

	2024
Inactive employees or beneficiaries currently receiving benefit payments	1
Covered spouses of living retirees	0
Active employees	<u>57</u>
	<u><u>58</u></u>

Contributions

The Authority's governing body has the authority to establish and amend the contribution requirements of the Authority and active employees. The governing body establishes rates based on an actuarially determined rate recommended by an independent actuary. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability.

For the year ended December 31, 2025, the Authority contributed \$3,765 to the OPEB Plan. Employees are not required to contribute to the OPEB Plan.

Total OPEB Liability

The Authority's total OPEB liability of \$1,032,197 was measured as of December 31, 2025 for the year ended December 31, 2025 and was determined by actuarial valuations as of those dates.

Changes in the total OPEB liability are:

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	2025
Total OPEB Liability	
Service cost	\$ 79,129
Interest	42,772
Differences between expected and actual experience	(15,672)
Changes of assumptions	-
Benefit payments	(3,765)
Total Change in Net OPEB Liability	102,464
Total OPEB Liability - Beginning	929,733
Total OPEB Liability - Ending	<u>\$ 1,032,197</u>
Covered Payroll	\$4,468,022
Total OPEB Liability as a Percentage of Covered Payroll	23.10%

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate and Health Care Cost Trend Rates

The total OPEB liability of the Authority has been calculated using a discount rate of 4.28 percent per annum. The following presents the total OPEB liability using a discount rate 1 percent higher and 1 percent lower than the current discount rate:

	1% Decrease 3.28%	Current Discount Rate 4.28%	1% Increase 5.28%
Total OPEB liability	\$ 1,097,513	\$ 1,032,197	\$ 970,333

The total OPEB liability of the Authority has been calculated using health care cost trend rates of 8 percent decreasing to 5 percent over 10 years. The following presents the total OPEB liability using health care cost trend rates 1 percent higher and 1 percent lower than the current health care cost trend rates:

	1% Decrease (7% Decreasing to 4%)	Current (8% Decreasing to 5%)	1% Increase (9% Decreasing to 6%)
Total OPEB liability	\$ 835,876	\$ 1,032,197	\$ 1,040,644

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

For the year ended December 31, 2025, the Authority recognized OPEB expense of \$24,071. At December 31, 2025, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Liability experience gains	\$ -	\$ 546,166
Changes in assumptions	<u>52,384</u>	<u>82,020</u>
Total	<u><u>\$ 52,384</u></u>	<u><u>\$ 628,186</u></u>

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

Year ended December 31:

2026	\$ (97,830)
2027	(94,994)
2028	(89,490)
2029	(86,680)
2030	(83,393)
Thereafter	<u>(123,415)</u>
Total	<u><u>\$ (575,802)</u></u>

Amortization periods: The changes in total OPEB liability due to liability experience losses/(gains) and changes in assumptions in each year have been amortized over the average remaining service of all members with any liability in the plan as of the valuation date. The change in net OPEB liability due to investment losses/(gains) has been amortized over 5.000 years, as prescribed.

Fort Wayne-Allen County Airport Authority

Notes to the Financial Statements

December 31, 2025

Note 11: Bonds and Other Long-Term Liabilities

Bonds consist of:

Fort Wayne-Allen County Airport Authority
General Obligation Bonds of 2021

Principal payable semi annually on January 15, 2026
to July 15, 2039 in payments ranging from
\$605,000 in 2026 to \$875,000 in 2039.

Interest at 1.82% due semi-annually
on January 15 and July 15

Premium on bonds

Less: current portion

	\$ 10,560,000
	729,905
	(605,000)
	\$ 10,684,905

Fort Wayne-Allen County Airport Authority

Tax-Exempt Private Activity General Obligation Bonds of 2021

Principal payable semi annually on January 15, 2025
to July 15, 2039 in payments ranging from
\$715,000 in 2025 to \$1,105,000 in 2039.

Interest at 1.93% due semi-annually
on January 15 and July 15

Premium on bonds

Less: current portion

	\$ 13,130,000
	448,956
	(745,000)
	\$ 12,833,956

Total

	\$ 23,518,861
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The Authority has a legal debt limit of \$176,473,769 which represents 2 percent of the adjusted value of Allen County property. Adjusted value is calculated by multiplying one-third times assessed value as certified by the State Department of Local Government Finance. Since the Authority has \$23,690,000 of general obligation debt outstanding, the legal debt margin of the Authority is \$152,783,769 as of December 31, 2025.

General Obligation Bonds of 2021

The Fort Wayne-Allen County Airport Authority issued General Obligation Bonds that closed on April 29, 2021, that sold through a competitive sale. The purpose of the bonds is to pay for improvements to public facilities at FWA, including: the cost of acquiring real property, or constructing, enlarging, improving, remodeling, repairing, or equipping buildings, structures, or other facilities for use as or in connection with administrative purposes of the Airport, funding capitalized interest, and paying issuance expenses. The underwriter offered a net interest rate of 1.82%. The par amount of the bonds was \$12,365,000 which sold at a premium for total bond proceeds of \$13,030,919. Debt service payments began on July 15, 2021 with the final payment due on July 15, 2039.

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Tax-Exempt Private Activity General Obligation Bonds of 2021

The Fort Wayne-Allen County Airport Authority issued Tax-Exempt Private Activity General Obligation Bonds that closed on April 30, 2021, that sold through a competitive sale. The purpose of the bonds is to pay for improvements to public facilities at FWA, including: the cost of acquiring real property, or constructing, enlarging, improving, remodeling, repairing, or equipping buildings, structures, or other facilities for use as or in connection with administrative purposes of the Airport, funding capitalized interest, and paying issuance expenses. The underwriter offered a net interest rate of 1.93%. The par amount of the bonds was \$15,385,000 which sold at a premium for total bond proceeds of \$15,731,147. Debt service payments began on July 15, 2021 with the final payment due on July 15, 2039.

Debt Service Requirements

Annual debt service requirements to maturity for long-term debt are as follows:

Years ending December 31:

	General Obligation Bonds		Tax-Exempt Private Activity General Obligation Bonds		Total	
	Principal	Interest	Principal	Interest	Principal	Interest
2026	605,000	271,230	745,000	296,775	\$ 1,350,000	\$ 568,005
2027	630,000	246,830	775,000	274,200	\$ 1,405,000	\$ 521,030
2028	655,000	221,330	805,000	250,725	\$ 1,460,000	\$ 472,055
2029	680,000	194,930	840,000	226,350	\$ 1,520,000	\$ 421,280
2030	710,000	167,430	875,000	203,025	\$ 1,585,000	\$ 370,455
2031-2035	3,880,000	547,445	4,815,000	737,975	\$ 8,695,000	\$ 1,285,420
2036-2039	3,400,000	154,750	4,275,000	215,925	\$ 7,675,000	\$ 370,675
	<u>\$ 10,560,000</u>	<u>\$ 1,803,945</u>	<u>\$ 13,130,000</u>	<u>\$ 2,204,975</u>	<u>\$ 23,690,000</u>	<u>\$ 4,008,920</u>

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Changes in Bonds and Long-Term Liabilities

	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
Long-term liabilities					
Compensated absences (1)	\$ 1,083,250	\$ 157,509	\$ -	\$ 1,240,759	\$ 296,358
Net Pension liability	3,164,323	1,021,964	(1,519,955)	2,666,332	-
Total OPEB liability	929,733	102,464	-	1,032,197	24,663
Lease liability	20,638	-	(20,638)	-	-
SBITA liability	252,209	-	(91,499)	160,710	94,655
Bonds payable					
2021 General obligation bonds	11,140,000	-	(580,000)	10,560,000	605,000
Premium on 2021 General obligation bonds	782,041	-	(52,136)	729,905	-
2021 Tax-exempt private activity general obligation bonds	13,845,000	-	(715,000)	13,130,000	745,000
Premium on 2021 Tax-exempt private activity general obligation bonds	481,024	-	(32,068)	448,956	-
Total bonds and long-term liabilities	<u>\$ 31,698,218</u>	<u>\$ 1,281,937</u>	<u>\$ (3,011,296)</u>	<u>\$ 29,968,859</u>	<u>\$ 1,765,676</u>

(1) The change in the compensated absences liability is presented as a net change.

Note 12: Commitments and Contingencies

Capital Improvements

At December 31, 2025, the Authority was obligated for completion the Project Gateway Terminal Renovation/Expansion Project, a large hangar reconstruction project for a newly acquired long-term tenant, construction of a taxiway relocation and expansion, purchase of new snow removal equipment, construction of a parking lot expansion and terminal exit road project, construction for a 12.4 acre development project and land acquisitions, a new T-hangar and taxilane project at the reliever airport, various building roofing projects, and various smaller projects under commitments aggregating \$28,202,187. An estimated \$6,290,135 was eligible for reimbursement from the Federal Aviation Administration and the Indiana Department of Transportation related to Airport Improvement Program grants, \$800,000 from the collection of passenger facility charges, and \$7,469,772 for various state and local funding sources.

Fort Wayne-Allen County Airport Authority
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Litigation

The nature of the business of the Authority generates certain litigation against the Authority arising in the ordinary course of business. However, the Authority believes the ultimate outcome of these matters in the aggregate should not have a materially adverse effect on its financial position or results of operations.

Note 13: Tax Abatements

The Authority has not entered into any tax abatement agreements. However, other local governmental units entered into tax abatement agreements that reduced the Authority's revenues during 2025. The table below summarizes taxes that have been abated.

	Real Property Tax	Personal Property Tax	Total Abated
Allen County	\$ 67,629	\$ 97,622	\$ 165,251
Fort Wayne	93,446	37,741	131,187
Grabill	47	328	375
Huntertown	552	178	730
New Haven	9,289	7,862	17,151
Woodburn	2,738	294	3,032
Total - all units	<u>\$ 173,701</u>	<u>\$ 144,025</u>	<u>\$ 317,726</u>

No amounts have been received, and no amounts are receivable from other governments in association with the forgone tax revenue.

**REQUIRED SUPPLEMENTARY
INFORMATION (UNAUDITED)**

**Schedule of the Authority's Proportionate Share of the
Net Pension Liability
Public Employees Retirement Fund
Last 10 Fiscal Years**

	2025	2024	2023	2022	2021
Authority's proportion of the net pension liability	0.08069%	0.07850%	0.08090%	0.07848%	0.07474%
Authority's proportionate share of the net pension liability	\$2,666,332	\$3,164,323	\$2,855,231	\$2,475,127	\$983,465
Authority's covered employee payroll	\$5,727,210	\$5,481,701	\$4,986,024	\$4,500,945	\$4,082,184
Authority's proportionate share of the net pension liability as a percentage of covered employee payroll (C)	46.6%	57.7%	57.3%	55.0%	24.1%
Plan fiduciary net position as a percentage of the total pension liability	83.7%	79.5%	80.8%	82.5%	92.5%
	2020	2019	2018	2017	2016
Authority's proportion of the net pension liability	0.07750%	0.07927%	0.07825%	0.08031%	0.07588%
Authority's proportionate share of the net pension liability	\$2,340,806	\$2,619,924	\$2,658,188	\$3,583,066	\$3,443,772
Authority's covered employee payroll	\$4,179,697	\$3,938,613	\$3,995,452	\$3,924,309	\$3,548,116
Authority's proportionate share of the net pension liability as a percentage of covered employee payroll (C)	56.0%	66.5%	66.5%	91.3%	97.1%
Plan fiduciary net position as a percentage of the total pension liability	81.4%	80.1%	78.9%	72.7%	71.2%

* The amounts presented for each fiscal year were determined as of June 30 (measurement date).

**Schedule of Contributions
Public Employees Retirement Fund
Last 10 Fiscal Years**

	2025	2024	2023	2022	2021
Contractually required contribution	\$638,051	\$590,321	\$560,699	\$505,623	\$458,695
Contributions in relation to the contractually required contribution	\$638,051	\$590,321	\$560,699	\$505,623	\$458,695
Contribution deficiency (excess)	-	-	-	-	-
Authority's covered employee payroll (C)	\$5,738,754	\$5,299,715	\$4,768,425	\$4,883,155	\$4,188,869
Contributions as a percentage of covered employee payroll	11.12%	11.14%	11.76%	10.35%	10.95%
	2020	2019	2018	2017	2016
Contractually required contribution	\$468,016	\$457,449	\$443,346	\$457,325	\$430,755
Contributions in relation to the contractually required contribution	\$468,016	\$457,449	\$443,346	\$457,325	\$430,755
Contribution deficiency (excess)	-	-	-	-	-
Authority's covered employee payroll (C)	\$4,127,130	\$4,130,242	\$3,992,660	\$3,984,364	\$3,926,803
Contributions as a percentage of covered employee payroll	11.34%	11.08%	11.10%	11.48%	10.98%

* The amounts presented for each fiscal year were determined as of June 30 (measurement date).

Notes to Schedules

Valuation Date: June 30, 2025

Plan Amendments: In 2025, the Indiana Public Employees' Retirement Fund (PERF) implemented plan amendments including a 13th check for eligible retirees, a reduction in that check amount by approximately 5%, and a modified legislative requirement for prefunding these checks. These changes, guided by HEA 1004, also set a 1% cost-of-living adjustment (COLA) for certain members.

Assumption Changes: In 2025, the assumption for future salary increases was adjusted to 2.90% - 8.90%, based on service, for the five-year period ending June 30, 2030.

Covered employee payroll is the payroll on which contributions to a pension plan are based.

Schedule of Changes in the Authority's Net OPEB Liability and Related Ratios

Last 10 Fiscal Years*

	2025	2024	2023	2022	2021
Total OPEB Liability					
Service cost	\$ 79,129	\$ 140,820	\$ 140,820	\$ 140,820	\$ 120,195
Interest	42,772	53,589	46,299	25,076	22,291
Differences between expected and actual experience	(15,672)	(305,936)	(13,662)	(357,713)	(6,379)
Changes of assumptions	-	(65,982)	-	(38,262)	-
Benefit payments, including refunds of employee contributions	(3,765)	(4,292)	(4,307)	(5,277)	(12,399)
Net Change in Total OPEB Liability	102,464	(181,801)	169,150	(235,356)	123,708
Total OPEB Liability - Beginning	929,733	1,111,534	942,384	1,177,740	1,054,032
Total OPEB Liability - Ending	<u>\$ 1,032,197</u>	<u>\$ 929,733</u>	<u>\$ 1,111,534</u>	<u>\$ 942,384</u>	<u>\$ 1,177,740</u>
Covered Employee Payroll	\$4,468,022	\$4,496,641	\$4,775,657	\$4,659,178	\$4,027,109
Total OPEB Liability as a Percentage of Covered Employee Payroll	23.10%	20.68%	23.27%	20.23%	29.25%

	2020	2019	2018
Total OPEB Liability			
Service cost	\$ 120,195	\$ 112,110	\$ 104,882
Interest	38,414	33,688	28,872
Differences between expected and actual experience	(199,326)	-	(34,312)
Changes of assumptions	141,166	-	(46,252)
Benefit payments, including refunds of employee contributions	(16,367)	(24,070)	(24,563)
Net Change in Total OPEB Liability	84,082	121,728	28,627
Total OPEB Liability - Beginning	969,939	848,211	819,584
Total OPEB Liability - Ending	<u>\$ 1,054,021</u>	<u>\$ 969,939</u>	<u>\$ 848,211</u>
Covered Employee Payroll	\$3,928,887	\$3,701,698	\$3,611,413
Total OPEB Liability as a Percentage of Covered Employee Payroll	26.83%	26.20%	23.49%

Schedule of the Authority's OPEB Contributions
Last 10 Fiscal Years*

	2025	2024	2023	2022	2021
Actuarially determined contribution	\$ 149,914	\$ 188,730	\$ 179,987	\$ 210,980	\$ 203,959
Actual employer contributions	3,765	4,292	4,307	5,277	12,399
Contribution deficiency	146,149	184,438	175,680	205,703	191,560
Covered employee payroll	\$4,468,022	\$4,496,641	\$4,775,657	4,659,178	4,027,109
Contributions as a percentage of covered employee payroll	0.08%	0.10%	0.09%	0.11%	0.31%

	2020	2019	2018	2017	2016
Actuarially determined contribution	\$ 173,267	\$ 168,755	\$ 150,298	\$ 172,281	\$ 119,009
Actual employer contributions	16,367	24,070	24,563	31,791	29,235
Contribution deficiency	156,900	144,685	125,735	140,490	89,774
Covered employee payroll	3,928,887	3,701,698	3,611,413	\$3,390,503	N/A
Contributions as a percentage of covered employee payroll	0.42%	0.65%	0.68%	0.94%	N/A

Notes to Schedules

Valuation Date: Actuarially determined contribution rates are calculated as of December 31 in the year prior to the end of the fiscal year in which contributions are reported. The assumptions and methods used to calculate these rates are listed in that year's report.

No assets are accumulated in a trust that meets the criteria of GAAP.

The schedules are presented to illustrate the requirement to show information for 10 years. However, until a full 10-year trend is compiled under the requirements GAAP, the Authority will present information for those years for which information is available.

**OTHER SUPPLEMENTARY
INFORMATION**

Fort Wayne-Allen County Airport Authority
Schedule of Debt Service Requirements to Maturity
December 31, 2025

	Principal	Interest	Total
2026.....	\$ 1,350,000	\$ 568,005	\$ 1,918,005
2027.....	1,405,000	521,030	1,926,030
2028.....	1,460,000	472,055	1,932,055
2029.....	1,520,000	421,280	1,941,280
2030.....	1,585,000	370,455	1,955,455
2031.....	1,645,000	325,930	1,970,930
2032.....	1,700,000	288,205	1,988,205
2033.....	1,745,000	257,535	2,002,535
2034.....	1,785,000	224,825	2,009,825
2035.....	1,820,000	188,925	2,008,925
2036.....	1,860,000	152,003	2,012,003
2037.....	1,895,000	113,303	2,008,303
2038.....	1,940,000	73,544	2,013,544
2039.....	1,980,000	31,825	2,011,825
Totals	<u>\$ 23,690,000</u>	<u>\$ 4,008,920</u>	<u>\$ 27,698,920</u>

Fort Wayne-Allen County Airport Authority
Schedule of Capital Assets and Accumulated Depreciation
For the Year Ended December 31, 2025

Category	<u>Capital Assets (1)</u>			Balance at December 31, 2025
	Balance at January 1, 2025	Additions	Deletions (2)	
Land	\$ 23,891,031	\$ 34,184	\$ -	\$ 23,925,215
Avigation easements	614,080	-	-	614,080
Runways and taxiways	161,797,149	13,288,734	273,456	174,812,427
Buildings	156,124,919	1,066,502	337,471	156,853,950
Roads and parking	42,658,944	453,910	546,392	42,566,462
Snow equipment	5,110,586	-	125,342	4,985,244
Vehicles	3,741,785	228,498	154,758	3,815,525
Other equipment	7,636,445	1,020,705	181,688	8,475,462
Right to use assets-equipment	81,912	-	-	81,912
Right to use assets-software	420,752	-	-	420,752
Software and data base	537,765	-	7,187	530,578
Master plans	2,761,993	180,724	54,973	2,887,744
Work in progress	56,092,595	44,772,634	14,483,566	86,381,663
Total capital assets	\$ 461,469,956	\$ 61,045,891	\$ 16,164,833	\$ 506,351,014

Category	<u>Accumulated Depreciation</u>			Balance at December 31, 2025
	Balance at January 1, 2025	Additions	Deletions (2)	
Runways and taxiways	\$ 120,653,771	\$ 4,104,273	\$ 41,310	\$ 124,716,734
Buildings	73,183,381	4,410,685	31,840	77,562,226
Roads and parking	27,115,278	1,650,443	368,244	28,397,477
Snow equipment	3,963,177	193,739	125,343	4,031,573
Vehicles	1,994,301	234,518	121,089	2,107,730
Other equipment	3,982,531	659,438	179,624	4,462,345
Right to use assets-equipment	61,434	20,478	-	81,912
Right to use assets-software	167,740	92,704	-	260,444
Software and data base	479,411	20,588	7,186	492,813
Master plans	2,606,871	81,333	54,974	2,633,230
Total depreciation	\$ 234,207,895	\$ 11,468,199	\$ 929,610	\$ 244,746,484

(1) Capital assets are carried at historical cost except for assets assumed by the Authority at July 1, 1985, that are carried at historical cost, net of accumulated depreciation. Assets are depreciated or amortized using the straight-line method over their useful lives.

(2) Deletions consist of disposals and assets that were no longer in service or work in progress that were placed into service.

Fort Wayne-Allen County Airport Authority
Schedule of Revenues – Budget and Actual
For the Year Ended December 31, 2025

Major Revenue Categories	2025 Actual			2025 Budget As Adjusted	Variance Over (Under)
	GAAP Basis	GAAP Adjustments	Cash Basis		
Airfield	\$ 2,508,277	\$ (6,144)	\$ 2,502,133	\$ 2,237,660	\$ 264,473
Building rent and services	5,351,341	1,432,875	6,784,216	6,331,884	452,332
Land rent	1,201,809	(70)	1,201,739	1,132,438	69,301
Parking	6,589,887	2,026	6,591,913	5,150,898	1,441,015
Auto rental	1,677,445	5,408	1,682,853	1,118,370	564,483
Fixed based operations sales	5,361,337	(66,299)	5,295,038	5,796,510	(501,472)
Restaurant	494,180	(7,562)	486,618	282,310	204,308
Other income	(46,702)	(686,037)	(732,739)	137,400	(870,139)
Operating grant	1,200	-	1,200	1,600,000	(1,598,800)
Interest income	3,316,966	354,833	3,671,799	806,500	2,865,299
Property and other taxes	9,732,887	(49,718)	9,683,169	9,871,186	(188,017)
Total revenues	<u>36,188,627</u>	<u>979,312</u>	<u>37,167,939</u>	<u>34,465,156</u>	<u>2,702,783</u>
Capital contributions					
Federal grants	21,240,403	(3,109,476)	18,130,927	7,084,598	11,046,329
State grants	2,943,978	378,953	3,322,931	5,126,922	(1,803,991)
Passenger facility charges	2,037,305	(140,958)	1,896,347	1,635,714	260,633
Customer facility charges	592,585	(545)	592,040	408,470	183,570
Total capital contributions	<u>26,814,271</u>	<u>(2,872,026)</u>	<u>23,942,245</u>	<u>14,255,704</u>	<u>9,686,541</u>
 Total	 <u>\$ 63,002,898</u>	 <u>\$ (1,892,714)</u>	 <u>\$ 61,110,184</u>	 <u>\$ 48,720,860</u>	 <u>\$ 12,389,324</u>

Fort Wayne-Allen County Airport Authority
Schedule of Expenses – Budget and Actual
For the Year Ended December 31, 2025

Major Expense Categories	2025 Actual					2025 Budget	Variance Over (Under)(2)
	GAAP Basis	GAAP Adjustments	Cash Basis (1)	Open Purchase Orders	2025 Actual		
Personal services							
Salaries and wages	\$ 6,906,795	\$ (182,864)	\$ 6,723,931	\$ -	\$ 6,723,931	\$ 6,771,518	\$ (47,587)
Employee benefits	2,518,065	175,746	2,693,811	1,777	2,695,588	2,843,687	(148,099)
Total personal services	9,424,860	(7,118)	9,417,742	1,777	9,419,519	9,615,205	(195,686)
Supplies	4,836,180	(25,841)	4,810,339	144,831	4,955,170	6,086,985	(1,131,815)
Contractual services							
Professional services	839,449	(18,258)	821,191	254,868	1,076,059	1,326,800	(250,741)
Utilities	1,296,513	(61,831)	1,234,682	11,900	1,246,582	1,279,280	(32,698)
Contracted repairs	532,592	(64,240)	468,352	85,984	554,336	597,175	(42,839)
Debt service payments	506,651	1,401,529	1,908,180	-	1,908,180	1,908,181	(1)
Other contracted services	3,006,727	337,189	3,343,916	703,069	4,046,985	6,325,091	(2,278,106)
Total contractual services	6,181,932	1,594,389	7,776,321	1,055,821	8,832,142	11,436,527	(2,604,385)
Capital expenditures	-	41,834,525	41,834,525	40,045,289	81,879,814	82,438,564	(558,750)
Depreciation and amortization	11,468,199	(11,468,199)	-	-	-	-	-
Total	\$ 31,911,171	\$ 31,927,756	\$ 63,838,927	\$ 41,247,718	\$ 105,086,645	\$ 109,577,281	\$ (4,490,636)

(1) State of Indiana budgetary compliance requires cash expenditures plus purchase commitments not to exceed annual appropriations.

(2) Balance equals funds not committed by the Authority.

Fort Wayne-Allen County Airport Authority
Schedule of Expenditures of Federal Awards
Year Ended December 31, 2025

Federal Grantor/ Pass-Through Grantor/ Program or Cluster Title	Federal Assistance Listing Number (ALN)	Federal Grantor/ Pass-Through Grantor Identifying Number	Passed Through to Subrecipients	Total Federal Expenditures
U.S. Department of Transportation - Federal Aviation				
Administration (FAA)				
Airport Improvement Program (AIP)	20.106	3-18-0024-028-2025	\$ -	\$ 129,840
Airport Improvement Program (AIP)	20.106	3-18-0022-083-2023	-	4,500,642
Airport Improvement Program (AIP)	20.106	3-18-0022-084-2024	-	1,925,925
Airport Improvement Program (AIP)	20.106	3-18-0022-085-2024	-	283,836
Airport Improvement Program (AIP)	20.106	3-18-0022-086-2024	-	2,672,104
Airport Improvement Program (AIP)	20.106	3-18-0022-087-2024	-	6,207,808
Airport Improvement Program (AIP)	20.106	3-18-0022-088-2025	-	2,979,590
Airport Improvement Program (AIP)	20.106	3-18-0022-089-2025	-	2,540,660
Total			\$ -	\$ 21,240,405

Notes to Schedule:

1. The accompanying schedule of expenditures of federal awards (Schedule) includes the federal award activity of the Fort Wayne-Allen County Airport Authority (Authority) under programs of the federal government for the year ended December 31, 2025. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the Authority, it is not intended to and does not present the financial position, changes in net position or cash flows of the Authority.
2. Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Negative amounts shown on the Schedule represent adjustments or credits made in the normal course of business to amounts reported as expenditures in prior years. The Authority has elected not to use the 10 percent de minimis indirect cost rate allowed under the Uniform Guidance.
3. The Fort Wayne-Allen County Airport Authority had no federal loans that they were administering as of December 31, 2025.

Fort Wayne-Allen County Airport Authority
Schedule of Passenger Facility Charge Revenues and Expenditures
Year Ended December 31, 2025

Resources	Date Approved	Amount Approved For Use	Cumulative Total - December 31,	Quarter Ended				Year Ended December 31,	Cumulative Total- December 31,
			2024	March 31, 2025	June 30, 2025	September 30, 2025	December 31, 2025	2025	2025
Passenger facility charge revenues received			\$ 36,258,868	\$ 509,404	\$ 535,412	\$ 507,611	\$ 343,920	\$ 1,896,347	\$ 38,155,215
Interest earned			614,329	561	454	685	787	2,487	616,816
Total passenger facility charge revenue received			<u>\$ 36,873,197</u>	<u>\$ 509,965</u>	<u>\$ 535,866</u>	<u>\$ 508,296</u>	<u>\$ 344,707</u>	<u>\$ 1,898,834</u>	<u>\$ 38,772,031</u>
Expenditures									
Application 92-01	April 5, 1993	\$ 18,980,590	\$ 18,980,590	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,980,590
Application 05-03	October 21, 2005	1,579,009	1,579,009	-	-	-	-	-	1,579,009
Application 15-04	January 6, 2015	2,679,425	2,679,425	-	-	-	-	-	2,679,425
Application 16-05	October 27, 2016	8,411,957	8,411,957	-	-	-	-	-	8,411,957
Application 21-06	August 26, 2021	3,605,585	3,605,585	-	-	-	-	-	3,605,585
Application 24-07	November 22, 2023	9,529,721	1,470,000	480,000	535,000	515,000	510,000	2,040,000	3,510,000
Total net passenger facility charge revenue received		<u>\$ 44,786,287</u>	<u>\$ 36,726,566</u>	<u>\$ 480,000</u>	<u>\$ 535,000</u>	<u>\$ 515,000</u>	<u>\$ 510,000</u>	<u>\$ 2,040,000</u>	<u>\$ 38,766,566</u>

Notes to Schedule:

1. Revenues and expenditures on approved projects in the schedule above agree to the Passenger Facility Charge Quarterly Status Reports (PFC Reports) submitted by the Authority to the FAA.
2. Effective November 22, 2023, \$44,786,287 has been approved to be imposed and collected on behalf of the Authority and used by the Authority.
3. Applications 92-01, 05-03, 15-04, 16-05, and 21-06 have been closed out with the Federal Aviation Administration.

STATISTICAL SECTION

**FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
STATISTICAL SECTION
TABLE OF CONTENTS**

This part of the Authority's Annual Comprehensive Financial Report represents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the Authority's overall financial health.

Contents	Page
Financial Trends Data	70
These schedules contain trend information to help the reader understand how the Authority's financial position has changed over time.	
Revenue Capacity	72
These schedules contain information to help the reader assess the Authority's ability to generate its most significant revenues.	
Debt Capacity	80
These schedules present information to help the reader assess the Authority's current debt level and its ability to issue additional debt in the future.	
Demographic and Economic Information	81
These schedules offer demographic and economic indicators to help the reader understand the environment within which the Authority's financial activities take place.	
Operating Information	83
These schedules contain service and infrastructure data to help the reader understand how the information in the Authority's financial report relates to the services the Authority provides and the activities it performs.	

Sources: Unless otherwise noted, the information in these schedules is derived from the annual financial reports for the relevant year.

Fort Wayne-Allen County Airport Authority
Annual Revenues, Expenses, and Changes in Net Position
Last Ten Fiscal Years
(Accrual Basis)

	2025	2024	2023	2022
Revenues				
Airfield	\$ 2,508,277	\$ 2,271,608	\$ 2,362,372	\$ 2,012,022
Buildings and grounds	1,811,961	2,330,173	4,325,756	4,736,395
Terminal	5,358,762	4,946,852	3,905,753	3,470,713
Parking	6,589,887	5,606,369	4,634,012	4,183,168
Fixed based operations	6,642,521	6,549,480	12,996,887	8,570,295
Reliever airport	508,771	569,994	618,887	646,958
	<u>23,420,179</u>	<u>22,274,476</u>	<u>28,843,667</u>	<u>23,619,551</u>
Interest	3,316,966	4,525,158	2,285,760	666,133
Property and other taxes	9,732,887	9,630,083	9,073,549	7,470,100
Federal operating grant	1,200	1,200	-	5,980,902
Unrealized gain/(loss) on investments	(21,156)	266,666	653,308	(207,642)
Miscellaneous	-	-	20,000	100,324
Gain (loss) on disposal of capital assets	(261,449)	1,260	(124,563)	164,035
Total revenues	<u>36,188,627</u>	<u>36,698,843</u>	<u>40,751,721</u>	<u>37,793,403</u>
Expenses				
Salaries	6,906,795	6,294,069	5,413,857	5,387,607
Benefits	2,518,064	2,884,977	2,486,527	2,149,031
Utilities	1,296,514	1,062,335	1,133,145	853,267
Supplies and other services	9,210,254	9,629,208	12,918,256	10,281,553
Depreciation	11,468,199	11,460,124	10,595,216	9,172,444
Total operating expenses	<u>31,399,826</u>	<u>31,330,713</u>	<u>32,547,001</u>	<u>27,843,902</u>
Interest	511,345	557,432	599,448	666,054
Total expenses	<u>31,911,171</u>	<u>31,888,145</u>	<u>33,146,449</u>	<u>28,509,956</u>
Capital Contributions				
Federal and state grants	24,184,381	22,033,858	12,348,394	12,135,202
Passenger facility charges	2,037,305	1,799,738	1,645,548	1,519,105
Customer facility chrges	592,585	522,973	504,660	438,370
Total capital contributions	<u>26,814,271</u>	<u>24,356,569</u>	<u>14,498,602</u>	<u>14,092,677</u>
Increase (Decrease) in Net Position	<u>\$ 31,091,727</u>	<u>\$ 29,167,267</u>	<u>\$ 22,103,874</u>	<u>\$ 23,376,124</u>
Net Position at Year-End is Composed of				
Net investment in capital assets	\$ 224,726,609	\$ 193,326,937	\$ 165,360,794	\$ 145,536,188
Restricted	17,527,164	12,505,809	11,561,601	10,994,196
Unrestricted	<u>74,413,205</u>	<u>79,742,505</u>	<u>79,234,587</u>	<u>77,522,724</u>
Total net position	<u>\$ 316,666,978</u>	<u>\$ 285,575,251</u>	<u>\$ 256,156,982</u>	<u>\$ 234,053,108</u>

Source: Authority's audited financial statements.

Fort Wayne-Allen County Airport Authority
Annual Revenues, Expenses, and Changes in Net Position
Last Ten Fiscal Years
(Accrual Basis)

2021	2020	2019	2018	2017	2016
\$ 2,173,388	\$ 1,678,258	\$ 1,985,670	\$ 1,977,473	\$ 1,858,754	\$ 1,844,989
2,307,920	2,192,382	2,426,888	1,937,263	1,969,020	1,886,026
3,435,003	2,995,417	3,628,881	3,589,067	3,576,821	3,422,333
3,509,431	2,196,803	4,532,227	4,177,885	4,025,083	3,913,995
4,727,076	3,007,684	5,017,249	5,634,972	4,171,448	4,363,804
503,873	460,659	572,636	515,896	463,148	413,174
16,656,691	12,531,203	18,163,551	17,832,556	16,064,274	15,844,321
183,891	513,407	832,637	552,330	190,877	116,878
8,508,224	8,258,506	7,548,109	7,664,720	7,396,810	7,380,016
9,712,645	7,530,234	-	-	-	114,823
-	-	-	-	18,783	-
55,000	-	-	-	-	-
65,404	3,044,805	792	223,410	8,168	70,687
35,181,855	31,878,155	26,545,089	26,273,016	23,678,912	23,526,725
4,630,147	4,286,881	4,511,254	4,196,874	4,097,992	4,263,756
1,490,742	1,857,388	2,169,967	1,944,793	2,329,487	2,312,121
874,063	908,628	867,192	872,222	814,105	779,796
6,747,936	4,942,152	7,136,207	7,131,576	5,909,286	6,390,717
9,252,505	8,692,087	8,560,184	8,224,543	8,286,226	7,259,509
22,995,393	20,687,136	23,244,804	22,370,008	21,437,096	21,005,899
467,403	64,186	106,800	189,006	279,596	360,136
23,462,796	20,751,322	23,351,604	22,559,014	21,716,692	21,366,035
6,396,509	13,280,005	5,108,967	3,547,994	562,819	20,392,838
1,475,540	911,538	1,710,955	1,603,462	1,490,578	1,505,445
368,063	292,263	587,324	526,835	522,988	530,879
8,240,112	14,483,806	7,407,246	5,678,291	2,576,385	22,429,162
\$ 19,959,171	\$ 25,610,639	\$ 10,600,731	\$ 9,392,293	\$ 4,538,605	\$ 24,589,852
\$ 114,678,223	\$ 129,010,169	\$ 114,559,839	\$ 116,756,916	\$ 112,079,293	\$ 115,312,332
38,759,558	15,513,986	11,875,109	15,539,783	15,423,659	15,388,948
57,239,203	46,193,658	38,672,226	22,209,744	17,611,198	9,874,265
\$ 210,676,984	\$ 190,717,813	\$ 165,107,174	\$ 154,506,443	\$ 145,114,150	\$ 140,575,545

Fort Wayne-Allen County Airport Authority
Principal Revenue Sources, Cost per Enplaned Passenger,
and Airline Rates and Charges
Last Ten Fiscal Years

	2025	2024	2023	2022
Operating Revenues				
Airfield	\$ 144,992	\$ 146,440	\$ 256,122	\$ 151,560
Passenger airline service charge revenues				
Landing fees	1,689,399	1,481,759	1,413,019	1,124,174
Apron fees	230,882	198,162	167,514	102,545
Terminal rent	2,543,988	2,507,992	1,502,352	1,699,103
Boarding security	253,332	249,294	243,835	217,824
Air Trade Center cargo airline service charge revenues:				
Building rent	1,239,642	1,625,092	1,667,700	1,502,972
Ground rent	17,237	17,237	13,776	20,392
Landing fees-other cargo	443,003	445,248	525,717	633,744
FBO sales	5,079,391	5,034,134	11,517,120	6,931,635
FBO services	1,563,130	1,515,346	1,479,432	1,638,660
Building and grounds	(105,665)	99,476	2,227,463	2,795,613
Terminal	389,818	403,781	416,734	233,513
Car rental	1,677,445	1,467,776	1,439,754	1,257,820
Restaurant	494,180	318,008	303,079	62,453
Parking	6,589,887	5,606,369	4,634,012	4,183,168
Farming	660,747	588,368	416,817	417,417
Reliever airport	508,771	569,994	619,221	646,958
Total operating revenues	23,420,179	22,274,476	28,843,667	23,619,551
Non-Operating Revenues				
Interest income	3,316,966	4,525,158	2,285,760	666,133
Net increase (decrease) in fair value of investments	(21,156)	266,666	653,308	(207,642)
Property and other taxes	9,732,887	9,630,083	9,073,549	7,470,100
Operating grant	1,200	1,200	-	5,980,902
Passenger facility charge	2,037,305	1,799,738	1,645,548	1,519,105
Customer facility charge	592,585	522,973	504,660	438,370
Miscellaneous	-	-	20,000	100,324
Gain (Loss) on disposal of capital assets	(261,449)	1,260	(124,563)	164,035
Total non-operating revenues	15,398,338	16,747,078	14,058,262	16,131,327
 Total revenues	 \$ 38,818,517	 \$ 39,021,554	 \$ 42,901,929	 \$ 39,750,878
 Enplaned passengers	 494,014	 430,485	 398,487	 363,039
 Passenger airline cost per enplaned passenger	 \$ 9.55	 \$ 10.31	 \$ 8.35	 \$ 8.66
Signatory Airlines Rates and Charges (1)				
Landing fee (per 1,000 lbs. of max. gross landed weight)	\$ 3.00	\$ 2.99	\$ 2.96	\$ 2.63
Apron fee (per 1,000 lbs of max. gross landed weight)	0.41	0.40	0.35	0.24
Annual terminal rental rate (per square foot)	34.62	31.94	30.40	33.08
Revenue Funding Ratios				
Parking revenue/commissions per enplaned passenger	\$ 13.34	\$ 13.02	\$ 11.63	\$ 11.52
Car rental commissions per enplaned passenger	3.40	3.41	3.61	3.46
Restaurant commissions per enplaned passenger	1.00	0.74	0.76	0.17

Notes: (1) Rates and charges are calculated based upon the Airport Use and Lease Agreement.

Source: Authority's audited financial statements, and rates and charges reports.

Fort Wayne-Allen County Airport Authority
Principal Revenue Sources, Cost per Enplaned Passenger,
and Airline Rates and Charges
Last Ten Fiscal Years

2021	2020	2019	2018	2017	2016
\$ 123,352	\$ 91,807	\$ 103,741	\$ 132,774	\$ 107,546	\$ 138,319
1,321,754	975,876	1,254,041	1,210,589	1,161,158	1,096,860
175,839	106,781	149,232	135,485	106,122	110,912
1,670,912	1,589,378	1,612,074	1,587,950	1,612,908	1,605,536
201,400	201,902	197,038	200,747	211,419	214,716
1,219,611	1,133,041	1,406,505	1,123,302	1,055,209	933,412
19,605	21,137	17,237	9,337	50,000	78,064
552,443	503,794	478,657	498,625	483,928	498,898
3,575,123	2,071,979	3,618,408	4,248,590	3,003,516	3,033,142
1,152,015	935,665	1,398,840	1,387,560	1,167,932	949,171
650,270	602,593	568,005	512,612	481,008	939,171
287,242	356,164	309,505	318,591	320,786	291,618
1,058,393	732,460	1,263,731	1,262,483	1,222,049	1,114,220
217,055	115,514	246,532	219,295	209,659	196,244
3,509,431	2,196,803	4,532,227	4,177,885	4,025,083	3,913,995
418,435	435,610	435,142	292,013	382,803	316,869
503,811	460,699	572,636	514,718	463,148	413,174
16,656,691	12,531,203	18,163,551	17,832,556	16,064,274	15,844,321
183,891	513,407	832,637	552,330	190,877	116,878
-	-	-	-	18,783	-
8,508,224	8,258,506	7,548,109	7,664,720	7,396,810	7,380,016
9,712,645	7,530,234	-	-	-	114,823
1,475,540	911,538	1,710,955	1,603,462	1,490,578	1,505,445
368,063	292,263	587,324	526,835	522,988	530,879
55,000	-	-	-	-	-
65,404	3,044,805	792	223,410	8,168	70,687
20,368,767	20,550,753	10,679,817	10,570,757	9,628,204	9,718,728
\$ 37,025,458	\$ 33,081,956	\$ 28,843,368	\$ 28,403,313	\$ 25,692,478	\$ 25,563,049
341,329	218,343	397,938	381,139	368,282	365,884
\$ 9.87	\$ 13.16	\$ 8.07	\$ 8.22	\$ 8.39	\$ 8.28
\$ 2.80	\$ 2.54	\$ 2.54	\$ 2.56	\$ 2.50	\$ 2.49
0.37	0.28	0.29	0.30	0.23	0.25
31.91	31.44	32.52	32.53	32.54	32.20
\$ 10.28	\$ 10.06	\$ 11.39	\$ 10.96	\$ 10.93	\$ 10.70
3.10	3.35	3.18	3.31	3.32	3.05
0.64	0.53	0.62	0.58	0.57	0.54

Fort Wayne-Allen County Airport Authority
Allen County
Principal Taxpayers
Current and Nine Years Ago

Principal Taxpayers - Name	2025			2016		
	Taxable Assessed Valuation (1)(3)	Rank	Percent of Total Taxable Assessed Valuation	Taxable Assessed Valuation (2)(3)	Rank	Percent of Total Taxable Assessed Valuation
Indiana Michigan Power Company	\$ 389,100,930	1	1.5 %	\$ 188,707,580	2	1.4 %
Parkview Health System Inc	246,179,191	2	0.9	106,125,417	6	0.8
General Motors Corporation	209,134,370	3	0.8	231,935,930	1	1.7
Amazon.Com Services LLC	193,502,580	4	0.7			
IOM Health Systems LP	184,296,210	5	0.7	178,428,386	3	1.3
St. Joseph Health System/Medical Group LLC	138,088,600	6	0.5	70,453,577	8	0.5
Uniroyal BF Goodrich Tire/Michelin North	101,198,130	7	0.4	70,745,210	7	0.5
Wal-Mart Real Estate Business Trust & Stores	92,968,520	8	0.4			
GGP-Glenbrook LLC	92,480,650	9	0.3	164,561,520	4	1.2
Canterbury Green Apartments LLC	73,304,200	10	0.3	64,105,500	10	0.5
Frontier Communications				158,733,730	5	1.2
Northern Indiana Public Service Co				69,463,330	9	0.5
Total of Ten Largest Taxpayers	<u>\$ 1,720,253,381</u>		<u>6.5 %</u>	<u>\$ 1,303,260,180</u>		<u>9.6 %</u>

(1) Represents assessed valuations for taxes due and payable in 2025

(2) Represents assessed valuations for taxes due and payable in 2016

(3) Includes all real estate and personal property

Source: Allen County Auditor's Office.

Fort Wayne-Allen County Airport Authority

Tax Levies

Last Ten Fiscal Years (1)

(Cash Basis)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Operating excise tax	\$ 313,760	\$ 314,397	\$ 352,392	\$ 361,566	\$ 369,222	\$ 353,231	\$ 342,627	\$ 315,094	\$ 300,941	\$ 281,969
Aircraft excise tax	40,681	32,261	28,790	25,661	20,204	20,172	20,604	25,053	15,411	433
Operating intangibles tax	21,359	22,708	27,864	36,577	27,270	21,973	21,609	15,287	15,945	17,487
Operating property tax	5,371,840	5,239,669	4,943,700	4,638,132	4,243,319	4,240,991	4,054,823	3,825,297	3,649,111	3,478,025
Operating commercial vehicle tax	26,960	22,348	22,989	24,980	20,358	19,803	22,236	16,872	17,147	17,452
Cumulative building property tax	751,189	686,425	613,083	527,082	468,581	454,722	440,929	413,481	396,275	378,703
Cumulative building excise tax	43,578	41,187	43,685	41,243	41,025	38,118	37,009	33,950	32,534	30,691
Cumulative building commercial vehicle tax	1,529	2,928	2,850	4,172	3,030	2,371	2,334	1,647	1,854	1,903
Cumulative building intangibles tax	1,262	2,975	3,454	2,849	2,262	2,137	2,402	1,818	1,724	1,900
Local income tax	1,252,493	1,347,079	1,266,339	966,785	1,100,991	1,105,984	1,091,158	1,000,081	945,857	1,140,156
Debt service property tax	1,754,961	1,767,024	1,649,321	784,960	1,855,366	1,922,022	1,387,513	1,862,425	1,871,565	1,884,295
Debt service excise tax	97,324	101,596	109,212	56,366	146,321	143,579	106,250	134,737	135,220	132,353
Debt service commercial vehicle tax	3,415	7,222	7,125	3,894	8,068	8,049	6,895	7,215	7,704	8,192
Debt service intangibles tax	2,818	7,338	8,635	5,702	10,807	8,931	6,701	6,537	7,165	8,208
Total Authority tax receipts	<u>\$ 9,683,169</u>	<u>\$ 9,595,157</u>	<u>\$ 9,079,439</u>	<u>\$ 7,479,969</u>	<u>\$ 8,316,824</u>	<u>\$ 8,342,083</u>	<u>\$ 7,543,090</u>	<u>\$ 7,659,493</u>	<u>\$ 7,398,453</u>	<u>\$ 7,381,767</u>
Rate per \$100 of assessed valuation	0.0313	0.0333	0.0347	0.0334	0.0407	0.0421	0.0407	0.0456	0.0461	0.0464

(1) All tax receipts are shown on a cash basis.

Fort Wayne-Allen County Airport Authority
Allen County Property Tax
Levies and Collections
Last Ten Fiscal Years (1)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Total tax levy	\$ 623,640,099	\$ 587,782,025	\$ 512,525,992	\$ 473,370,212	\$ 448,917,175	\$ 426,994,211	\$ 409,518,328	\$ 395,862,514	\$ 382,994,915	\$ 364,069,619
Current tax collections (2)	602,045,970	570,157,804	499,234,303	458,241,259	435,927,336	411,213,282	398,613,800	384,873,588	372,781,741	353,869,381
Percent of levy collected	96.5%	97.0%	97.4%	96.8%	97.1%	96.3%	97.3%	97.2%	97.3%	97.2%
Delinquent tax collections	\$ 16,571,404	\$ 12,189,855	\$ 14,105,051	\$ 12,487,970	\$ 15,048,984	\$ 10,289,876	\$ 10,590,783	\$ 9,838,596	\$ 9,583,882	\$ 9,498,141
Total tax collections	618,617,374	582,347,659	513,339,354	470,729,229	450,976,320	421,503,158	409,204,583	394,712,184	382,365,623	363,367,522
Percent of total tax collections to levy	99.2%	99.1%	100.2%	99.4%	100.5%	98.7%	99.9%	99.7%	99.8%	99.8%
Outstanding delinquent taxes	\$ 23,350,894	\$ 18,984,673	\$ 14,581,520	\$ 16,491,527	\$ 14,423,641	\$ 17,217,376	\$ 12,567,420	\$ 12,767,578	\$ 11,975,818	12,047,858
Percent of delinquent taxes to levy	3.7%	3.2%	2.8%	3.5%	3.2%	4.0%	3.1%	3.2%	3.1%	3.3%

(1) The Authority does not maintain records of tax delinquencies. All taxes are collected and distributed by the Allen County Auditor.

(2) Taxes collected in subsequent years was not available.

Source: Allen County Auditor's office

Fort Wayne-Allen County Airport Authority

Assessed Values of Property

Last Ten Fiscal Years (2)

Allen County	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Total assessed value (1).....	\$ 26,471,065,407	\$ 24,041,619,270	\$ 21,854,444,835	\$ 19,139,444,624	\$ 17,833,473,281	\$ 16,655,645,969	\$ 15,591,737,704	\$ 14,586,996,908	\$ 14,075,020,435	\$ 13,650,544,767

(1) Assessed values for personal property are updated annually.

(2) Source: Allen County Auditor's Office.

Fort Wayne-Allen County Airport Authority
Property Tax Rates and Tax Levies
Direct and Overlapping Governments
Last Ten Fiscal Years (2)

Allen County	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Rates per \$100 of assessed valuation (1)										
Airport Authority Direct Rates										
Operating	\$ 0.0216	\$ 0.0229	\$ 0.0242	\$ 0.0263	\$ 0.0270	\$ 0.0278	\$ 0.0287	\$ 0.0297	\$ 0.0296	\$ 0.0294
Cumulative building	0.0030	0.0030	0.0030	0.0030	0.0030	0.0030	0.0031	0.0032	0.0032	0.0032
Debt service	0.0067	0.0074	0.0075	0.0041	0.0107	0.0113	0.0089	0.0127	0.0133	0.0138
Total direct rates	0.0313	0.0333	0.0347	0.0334	0.0407	0.0421	0.0407	0.0456	0.0461	0.0464
Other municipal corporations	0.2357	0.2809	0.1731	0.1881	0.2049	0.2288	0.2422	0.2449	0.2565	0.2552
School districts	0.9384	0.8923	0.8632	0.9183	0.9354	0.9427	0.9373	0.9877	1.0060	0.9941
Allen county	0.3918	0.4119	0.4682	0.5014	0.4807	0.5379	0.5087	0.5370	0.5414	0.5403
City of Fort Wayne	0.6820	0.7207	0.7612	0.8260	0.8485	0.8702	0.8980	0.9287	0.9260	0.9208
Other	0.0889	0.0916	0.1273	0.1280	0.1223	0.1132	0.1173	0.1216	0.1208	0.1177
Total	\$ 2.3681	\$ 2.4307	\$ 2.4277	\$ 2.5952	\$ 2.6325	\$ 2.7349	\$ 2.7443	\$ 2.8654	\$ 2.8968	\$ 2.8744
Levies										
Airport Authority	\$ 8,285,443	\$ 8,005,860	\$ 7,583,492	\$ 6,392,574	\$ 7,278,574	\$ 7,012,027	\$ 6,345,838	\$ 6,651,671	\$ 6,488,585	\$ 6,333,852
Other municipal corporations	62,384,461	67,540,103	37,840,395	36,001,693	36,548,458	38,113,543	37,770,534	35,721,799	36,099,239	34,834,627
School districts	248,410,815	214,516,144	188,654,059	175,766,378	166,820,576	157,009,422	146,148,234	144,070,605	141,591,565	135,693,583
Allen County	103,713,635	99,027,430	94,739,019	89,572,601	85,733,371	82,578,694	79,315,170	78,332,173	76,202,162	73,753,893
City of Fort Wayne	180,539,508	173,260,805	166,350,443	158,097,263	151,325,340	144,938,093	140,017,116	135,467,628	130,338,417	125,688,689
Other	23,538,592	22,018,788	27,818,926	24,503,308	21,818,639	18,850,409	18,291,369	17,731,101	17,008,358	16,060,738
Total	\$ 626,872,454	\$ 584,369,130	\$ 522,986,334	\$ 490,333,817	\$ 469,524,958	\$ 448,502,188	\$ 427,888,261	\$ 417,974,977	\$ 407,728,326	\$ 392,365,382

(1) School districts, the City, municipal corporations, and other rates represent countywide averages.

(2) Source: Allen County Auditor's Office

Fort Wayne-Allen County Airport Authority
Allen County
Property Values and Construction

	Building Permits (1)			Property Value (2)
	Number Issued	Value of Buildings	Average Building Cost	
2025	1,075	\$ 418,837,126	\$ 389,616	\$ 26,471,065,407
2024	1,189	469,703,452	395,041	24,041,619,270
2023	1,493	464,474,602	311,102	21,854,444,834
2022	1,439	529,140,162	367,714	19,139,444,624
2021	1,697	522,720,729	308,026	17,833,473,281
2020	1,408	367,347,443	260,900	16,655,645,969
2019	1,311	339,093,065	258,652	15,591,737,704
2018	1,174	310,985,903	264,894	14,586,996,909
2017	1,112	250,684,000	225,435	14,075,020,435
2016	873	216,435,515	247,922	13,650,544,767

Notes: (1) New single-family residences and duplexes

(2) Property value is the assessed value for taxes due and payable in the year stated.

Source: Allen County Building Department and Allen County Auditor's Office.

Fort Wayne-Allen County Airport Authority

Ratios of Outstanding Debt

Last Ten Fiscal Years

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Outstanding debt per enplaned passenger										
Taxbacked revenue bonds (1)										
Airport Improvement Bonds	\$ 24,868,861	\$ 26,248,065	\$ 27,582,269	\$ 28,861,473	\$ 29,913,576	\$ 2,945,000	\$ 4,095,000	\$ -	\$ -	\$ -
First Mortgage Bonds	-	-	-	-	-	-	975,000	2,850,000	4,630,000	6,330,000
Lease Liability	-	20,638	40,956	61,575	-	-	-	-	-	-
SBITA Liability	160,710	252,209	256,123	-	-	-	-	-	-	-
Total outstanding debt	\$ 25,029,571	\$ 26,248,065	\$ 27,582,269	\$ 28,861,473	\$ 29,913,576	\$ 2,945,000	\$ 5,070,000	\$ 2,850,000	\$ 4,630,000	\$ 6,330,000
Enplaned passengers	494,014	430,485	398,487	363,039	341,329	218,343	397,938	381,139	368,282	365,884
Debt per enplaned passenger	\$ 50.67	\$ 60.97	\$ 69.22	\$ 79.50	\$ 87.64	\$ 13.49	\$ 12.74	\$ 7.48	\$ 12.57	\$ 17.30
Debt service per enplaned passenger										
Net debt service	\$ 1,379,204	\$ 1,334,204	\$ 1,279,204	\$ 1,008,271	\$ 2,255,000	\$ 2,216,193	\$ 2,007,268	\$ 2,004,488	\$ 2,005,364	\$ 2,006,895
Enplaned passengers	494,014	430,485	398,487	363,039	341,329	218,343	397,938	381,139	368,282	365,884
Debt service per enplaned passenger	\$ 2.79	\$ 3.10	\$ 3.21	\$ 2.78	\$ 6.61	\$ 10.15	\$ 5.04	\$ 5.26	\$ 5.45	\$ 5.49

Notes: Details regarding the Authority's outstanding debt can be found in the notes to the financial statements.
(1) Tax-backed bonds are revenue bonds backed by ad valorem taxes that would be levied if airport revenues are

Fort Wayne-Allen County Airport Authority

Allen County Demographic and Economic Statistics

Year	Population (1) (2)	Personal Income (Thousands) (2)	Per Capita Personal Income (2)	Unemployment Rate (3)
2025	407,623	N/A	N/A	2.6 %
2024	399,295	\$ 25,042,515	\$ 62,717	4.0
2023	395,131	23,850,956	60,362	3.2
2022	392,119	22,823,836	58,206	2.9
2021	389,220	21,943,869	56,379	3.9
2020	386,123	19,372,628	50,172	7.7
2019	382,527	17,931,627	46,877	3.0
2018	378,216	17,275,592	45,677	3.1
2017	374,563	16,296,639	43,508	3.2
2016	371,905	15,815,497	42,526	4.1

N/A - Not Available

(1) Source: U.S. Census Bureau; 2010 - Census figures; all other years are July 1 intercensal estimates, statistics for prior years have been updated to reflect current estimates.

(2) Source: U.S. Department of Commerce, Bureau of Economic Analysis (BEA). Per capita personal income was computed by the BEA using midyear population estimates. Statistics for prior years have been updated to reflect current estimates.

(3) Source: U.S. Department of Labor, Bureau of Labor Statistics

Fort Wayne-Allen County Airport Authority

Allen County Principal Employers Current and Nine Years Ago

Principal Employers - Name	2025				2016			
	Employees	Rank	Percent of Total		Employees	Rank	Percent of Total	
			Employment				Employment	
Parkview Health Systems	8,986	1	4.5	%	6,684	1	2.6	%
Amazon	4,650	2	2.4					
General Motors - Truck & Bus Group	4,320	3	2.2		4,100	3	2.3	
Lutheran Health Network	4,075	4	2.1		4,824	2	2.4	
Fort Wayne Community Schools	3,935	5	2.0		3,600	4	2.0	
The City of Fort Wayne	2,408	6	1.2		1,829	6	1.0	
Sweetwater Sound	2,011	7	1.0					
Lincoln Financial Group	1,700	8	0.9		1,954	5	1.1	
BF Goodrich	1,500	9	0.8		1,580	7	0.9	
Fort Wayne Metals	1,500	10	0.8					
Frontier Communications					1,316	8	0.8	
Allen County Government					1,305	9	0.7	
IPFW					1,163	10	0.7	
Total of Ten Largest Employers	35,085		17.9	%	28,355		14.5	%

Fort Wayne-Allen County Airport Authority

Fort Wayne International Airport Information

Airport Classification: Primary Commercial Service Airport
 Airfield Size: 3,897 Acres Owned Fee Simple

	2025	2024	2023	2022
Runway System (and Equipment)				
Primary runway				
Runway 5-23 NE to SW (150' Wide) (Cat. II, ILS) Length - Feet	11,981	11,981	11,981	11,981
Secondary runways				
Runway 14-32 SE to NW (150' Wide)(Cat I, ILS) Length - Feet	8,001	8,001	8,001	8,001
Runway 09-27 East to West (75" Wide) Length - Feet	4,001	4,001	4,001	4,001
Terminal Complex				
Total space (square feet)	162,571	162,571	162,571	114,813
Rentable space (square feet)	122,815	119,986	119,986	104,505
Airline exclusive space (square feet)	8,850	8,850	8,850	7,780
Common space (square feet)	69,265	66,436	66,436	39,557
Restaurant space (square feet)	6,969	6,969	6,200	6,200
Car rental space (square feet)	1,536	1,536	1,536	1,536
Taxi/limousine space (square feet)	384	384	384	384
Passenger gates	9	9	9	8
Jetway boarding bridges	7	6	6	5
Regional boarding ramps	1	1	1	1
Passenger airlines	4	4	4	4
Daily departures	21	18	17	17
Car rental firms	5	5	5	5
Parking spaces	2,284	2,284	2,219	2,219
Air Trade Center				
Land area - acres (includes 85 in foreign trade zone)	450	450	450	450
Cargo sorting facility (square feet)	250,299	250,299	250,299	250,299
Operations building (square feet)	33,429	33,429	33,429	33,429
Maintenance building (square feet)	10,280	10,280	10,280	10,280
Ancillary Services				
Cargo airlines	2	2	2	2
General aviation				
Fixed base operators	1	1	1	1
Based aircraft	85	73	69	66
Military based aircraft	21	21	21	21
Airpark buildings owned	27	27	27	27
Employees				
Administration full-time	13	13	13	13
Administration part-time	-	-	-	-
Maintenance full-time	16	16	16	16
Maintenance seasonal	4	4	4	2
Custodial full-time	8	8	6	6
Public safety full-time	13	13	13	13
Public safety part-time	16	12	16	13
CSA part-time	20	15	13	9
Smith Field full-time	2	2	2	2
Smith Field part-time	2	2	3	3
FWA Aero center full-time	21	24	21	19
FWA Aero center part-time	1	1	1	1
Operations full-time	6	6	6	5

Source: Fort Wayne-Allen County Airport Authority Properties and Human Resource Departments

Fort Wayne-Allen County Airport Authority

Fort Wayne International Airport Information

2021	2020	2019	2018	2017	2016
11,981	11,981	11,981	11,981	11,981	11,981
8,001	8,001	8,001	8,001	8,001	8,001
4,001	4,001	4,001	4,001	4,001	4,001
114,813	114,813	114,813	114,813	114,813	114,813
104,505	104,505	104,505	104,505	104,505	104,505
7,780	7,780	7,780	7,780	7,780	7,780
39,557	39,557	39,557	39,557	39,557	39,557
6,200	6,200	7,858	7,858	7,858	7,858
1,536	1,536	1,536	1,536	1,536	1,536
384	384	384	384	384	384
8	8	8	8	8	8
5	5	5	5	5	5
1	1	1	1	1	1
4	4	4	4	4	4
18	15	22	23	24	24
6	5	8	8	8	8
2,219	2,219	1,962	1,962	1,962	1,962
450	450	450	450	450	450
250,299	250,299	250,299	250,299	250,299	250,299
33,429	33,429	33,429	33,429	33,429	33,429
10,280	10,280	10,280	10,280	10,280	10,280
2	2	2	2	2	2
1	1	1	1	1	1
68	47	48	48	49	49
	22	21	22	21	21
27	27	28	28	27	27
13	13	13	13	13	13
-	-	-	-	1	-
16	16	16	14	15	18
2	2	2	3	4	6
6	6	6	5	5	5
11	11	11	11	11	11
16	15	15	19	21	20
12	1	11	11	10	10
2	2	2	3	3	2
2	2	4	3	3	3
18	17	23	21	21	19
1	-	1	1	1	1
6	4	5	5	5	4

Fort Wayne-Allen County Airport Authority
Fort Wayne International Airport
Enplaned Passengers
(Listed by Current Ranks)

Airline	2025	Percent of Total 2025	2024	2023	2022	2021	2020 (2)	2019	2018	2017	2016
American Airlines/Envoy.....	174,949	35.4 %	159,473	155,074	136,690	127,485	82,679	153,141	135,907	121,289	117,417
Allegiant Air.....	135,969	27.5	119,426	121,024	117,106	98,652	70,209	93,074	83,586	77,409	82,412
SkyWest-Delta (1).....	121,799	24.7	86,495	80,690	59,123	36,053	33,820	108,426	112,235	116,214	119,924
SkyWest-United Express (1).....	59,694	12.1	48,624	40,013	30,760	27,167	18,467	42,120	43,610	42,795	41,873
Charter.....	1,603	0.3	1,421	1,686	1,353	1,185	863	1,177	1,157	1,324	---
Delta/Northwest Airlink/Endeavor Air...	---	---	15,046	---	18,007	50,787	12,305	---	---	222	68
United Express-Expressjet.....	---	---	---	---	---	---	---	---	4,644	8,831	3,426
Delta Express-Expressjet.....	---	---	---	---	---	---	---	---	---	198	696
Delta/Gojet.....	---	---	---	---	---	---	---	---	---	---	68
Total.....	494,014	100.0 %	430,485	398,487	363,039	341,329	218,343	397,938	381,139	368,282	365,884
Percentage change.....	14.8%		8.0%	9.8%	6.4%	56.3%	-45.1%	4.4%	3.5%	0.7%	1.9%

(1) SkyWest-Delta and SkyWest-United Express were previously combined on the 2015 annual financial report.

(2) Effects of COVID-19 Pandemic

Source: Compiled from airline station managers' monthly reports.

Fort Wayne-Allen County Airport Authority

Fort Wayne International Airport

Airline Landed Weights (2)

(Listed by Current Rank Within Category)

Scheduled Air Carriers	2025	Percent of Total 2025	2024	2023	2022
American Airlines/Envoy	203,582,642	28.9 %	173,109,060	176,011,360	155,260,900
Delta Express/SkyWest	145,942,708	20.7	99,947,527	94,619,957	67,111,414
Allegiant Air	136,936,427	19.4	116,726,494	112,232,724	108,930,178
United Express/SkyWest	72,963,968	10.3	56,029,656	41,252,000	35,145,871
Charter	4,150,100	0.6	3,442,020	3,901,000	2,074,500
Delta/Northwest Airlin/Endeavor		0.0	17,114,700	4,300,300	19,460,400
Air Wisconsin (1)	---	---	---	---	---
United Express/Expressjet (1)	---	---	---	---	---
Delta Airlines (1)	---	---	---	---	---
Delta Express/Expressjet (1)	---	---	---	---	---
Shuttle America (1)	---	---	---	---	---
Subtotal	<u>563,575,845</u>	<u>79.9</u>	<u>466,369,457</u>	<u>432,317,341</u>	<u>387,983,263</u>
Cargo Carriers					
Federal Express	97,614,000	13.8	99,198,000	99,396,000	100,188,000
United Parcel Service	40,740,000	5.7	42,945,920	62,131,360	115,023,520
USA Jet Airlines	2,535,500	0.4	1,838,000	2,985,580	3,151,480
IFL Group	507,734	0.1	383,468	1,039,468	1,952,212
Kalitta Charters	390,320	0.1	404,440	215,640	188,320
Air Cargo Carriers (1)	---	---	---	---	---
CSA, Inc (1)	---	---	---	---	---
Northern Air Cargo (1)	---	---	---	---	---
Subtotal	<u>141,787,554</u>	<u>20.1</u>	<u>144,769,828</u>	<u>165,768,048</u>	<u>220,503,532</u>
Grand Total	<u>705,363,399</u>	<u>100.0 %</u>	<u>611,139,285</u>	<u>598,085,389</u>	<u>608,486,795</u>
Percentage change	<u>15.4%</u>		<u>2.2%</u>	<u>-1.7%</u>	<u>-0.8%</u>

(1) No longer serves Fort Wayne International Airport.

(2) Expressed in pounds.

Source: Compiled from airline station manager's monthly reports.

Fort Wayne-Allen County Airport Authority

Fort Wayne International Airport Airline Landed Weights (2) (Listed by Current Rank Within Category)

2021	2020	2019	2018	2017	2016
162,023,860	139,441,470	186,316,050	174,452,200	153,785,750	126,537,113
51,374,400	63,246,400	124,012,957	127,924,157	127,125,300	137,127,100
109,867,129	94,638,769	89,701,484	80,508,865	64,813,679	80,620,884
26,631,871	29,692,871	50,478,871	52,209,957	47,321,742	51,084,871
3,110,300	1,776,000	1,869,300	1,081,200	2,198,480	36,000
64,103,600	29,358,000	---	---	329,000	141,000
4,935,000	3,384,000	---	---	---	13,818,000
---	---	---	7,782,226	15,181,736	5,205,935
---	---	---	---	244,400	67,000
---	---	---	---	169,100	859,000
---	---	---	---	---	74,957
422,046,160	361,537,510	452,378,662	443,958,605	411,169,187	415,571,860
98,010,000	101,376,000	100,782,000	99,990,000	100,188,000	100,584,000
91,932,960	91,280,880	86,520,000	85,890,000	86,310,000	87,780,000
1,107,560	2,044,800	4,060,620	3,677,180	2,098,660	5,454,740
296,606	396,670	2,458,256	1,810,988	2,443,254	1,394,374
70,640	416,240	2,150,840	2,230,100	1,041,620	2,618,240
26,100	---	---	26,100	52,200	---
---	---	8,500	---	---	---
---	---	---	---	340,200	797,000
191,443,866	195,514,590	195,980,216	193,624,368	192,473,934	198,628,354
613,490,026	557,052,100	648,358,878	637,582,973	603,643,121	614,200,214
10.1%	-14.1%	1.7%	5.6%	-1.7%	2.1%

Fort Wayne-Allen County Airport Authority

Aircraft Operations (2)(3)

Fort Wayne International Airport (FWA)

		Percent of Total									
	2025	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Type of Operation											
Large Air Carrier (1)	19,814	49.9 %	18,000	17,290	17,068	16,931	14,799	19,279	18,815	18,443	19,108
General Aviation	17,383	43.8	20,735	20,575	19,782	20,987	18,069	17,460	17,771	16,543	14,296
Military	2,532	6.3	1,746	1,892	2,630	2,882	2,694	2,527	1,932	2,460	2,736
Total FWA	39,729	100%	40,481	39,757	39,480	40,800	35,562	39,266	38,518	37,446	36,140
Percentage change	-1.9%		1.8%	0.7%	-3.2%	14.7%	-9.4%	1.9%	2.9%	3.6%	3.5%

(1) Aircraft that seat, or are capable of seating, 31 or more passengers.

(2) An aircraft operation can be either a landing or a take-off.

(3) Sources: Beginning in 2018, FAA Air Traffic Activity System (ATADS); Prior years' data was received from other sources. Amounts for 2018 - 2020 have been updated.

Fort Wayne-Allen County Airport Authority

Fort Wayne International Airport

Scheduled Airline Service

Carrier	Non-stop Service Destination	Service Type
Allegiant Air	Orlando/Sanford (SFB)	Jet (A319) (A320) (7M8)
	Tampa/St. Petersburg/Clearwater (PIE)	Jet (A320)
	Phoenix/Mesa (AZA)	Jet (A320)
	Myrtle Beach (MYR)- Seasonal	Jet (A319) (A320)
	Punta Gorda/Fort Myers (PGD)	Jet (A320) (7M8)
	Sarasota (SRQ) - Seasonal	Jet (A320)
	Las Vegas (LAS) - Seasonal	Jet (A319) (A320)
	Fort Lauderdale (FLL) - Seasonal	Jet (7M8)
American Eagle Envoy/SkyWest	Chicago (ORD)	Jet (ER4) (CRJ) (E75) (CR7)
	SkyWest	(E75) (E70)
	PSA Airlines	(ER4) (CR9)
Delta Connection Endeavor	Atlanta (ATL)	Jet (CR9)
	SkyWest	Jet (CR9)
	SkyWest	Jet (CR9)
United Express SkyWest/Air Wisconsin	Chicago (ORD)	Jet (CRJ) (CR5)

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

To the Members of the Board
Fort Wayne-Allen County Airport Authority
Fort Wayne, Indiana

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Fort Wayne-Allen County Airport Authority (the "Authority"), as of and for the year ended December 31, 2025, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated June 15, 2026.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting ("internal control") as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements, on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of This Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

A handwritten signature in black ink that reads "Cherry Bekaert LLP". The script is cursive and fluid, with the letters "Cherry" and "Bekaert" written in a connected style, and "LLP" in a slightly more upright, but still cursive, font.

Tampa, Florida
June 15, 2026

Report of Independent Auditor on Compliance for Each Major Program and Report on Internal Control over Compliance Required by the Uniform Guidance

To the Members of the Board
Fort Wayne-Allen County Airport Authority
Fort Wayne, Indiana

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited the Fort Wayne-Allen County Airport Authority's (the "Authority") compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on each of the Authority's major federal programs for the year ended December 31, 2025. The Authority's major federal programs are identified in the *Summary of Auditor's Results* section of the accompanying schedule of findings and questioned costs.

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended December 31, 2025.

Basis for Opinion on Each Major Federal Program

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 audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* ("Uniform Guidance"). Our responsibilities under those standards and the Uniform Guidance are further described in the *Auditor's Responsibilities for the Audit of Compliance* section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Authority's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and, therefore, is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the *Auditor's Responsibilities for the Audit of Compliance* section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Cherry Bekaert LLP

Tampa, Florida
June 15, 2026

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
SCHEDULE OF FINDINGS AND QUESTIONED COSTS

YEAR ENDED DECEMBER 31, 2025

A. Summary of Auditor's Results

- | | | |
|----|--|---------------------------|
| 1. | The type of report issued on the basic financial statements: | Unmodified opinion |
| 2. | Significant deficiencies in internal control disclosed by the audit of the financial statements: | None reported |
| 3. | Material weaknesses in internal control disclosed by the audit of financial statements: | None |
| 4. | Noncompliance, which is material to the financial statements: | None |
| 5. | Significant deficiencies in internal control over major programs: | None reported |
| 6. | Material weaknesses in internal control over major programs: | None |
| 7. | The type of report issued on compliance for major programs: | Unmodified opinion |
| 8. | Any audit findings which are required to be reported under the Uniform Guidance: | None reported |
| 9. | The program tested as major programs were: | |

Assistance Listing Number

20.106

Name of Federal Program and Cluster

Airport Improvement Program

- | | | |
|-----|--|--------------------|
| 10. | Dollar threshold used to distinguish between Type A and Type B programs: | \$1,000,000 |
| 11. | Auditee qualified as low-risk auditee? | Yes |

B. Findings Relating to the Financial Statements Reported in Accordance with Government Auditing Standards

None reported.

C. Findings Required to be Reported by the Uniform Guidance

None reported.

D. Passenger Facility Charge Program Findings and Questioned Costs

None reported.

E. Status of Prior Year Findings

None reported.

Report of Independent Auditor on Compliance for the Passenger Facility Charge Program and Internal Control over Compliance Required by the Passenger Facility Charge Audit Guide for Public Agencies

To the Members of the Board
Fort Wayne-Allen County Airport Authority
Fort Wayne, Indiana

Report on Compliance for the Passenger Facility Charge Program

Opinion on the Passenger Facility Charge Program

We have audited the Fort Wayne-Allen County Airport Authority's (the "Authority") compliance with the types of compliance requirements identified as subject to audit in the *Passenger Facility Charge Audit Guide for Public Agencies* (the "Guide"), issued by the Federal Aviation Administration that could have a direct and material effect on each of the Authority's Passenger Facility Charge Program for the year ended December 31, 2025.

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on the Passenger Facility Charge Program for the year ended December 31, 2025.

Basis for Opinion on the Passenger Facility Charge Program

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 audit requirements of the Guide. Our responsibilities under those standards and the Guide are further described in the *Auditor's Responsibilities for the Audit of Compliance* section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the Passenger Facility Charge Program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Authority's Passenger Facility Charge Program.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and, therefore, is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Guide will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of the Passenger Facility Charge Program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Guide, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Guide, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the *Auditor's Responsibilities for the Audit of Compliance* section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Guide. Accordingly, this report is not suitable for any other purpose.

Cherry Bekaert LLP

Tampa, Florida
June 15, 2026