



*Northern Colorado
Regional Airport
Year Ended December 31, 2025*



COLORADO

NORTHERN COLORADO REGIONAL AIRPORT

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NORTHERN COLORADO REGIONAL AIRPORT



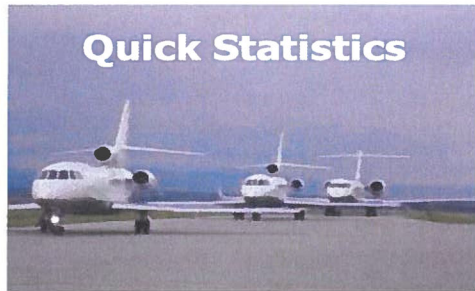
June 2, 2026

The Northern Colorado Regional Airport annual financial statements for the year ended December 31, 2025, are respectfully submitted. This report was prepared by the City of Loveland's Finance Department. The responsibility for both the accuracy of the presented data and fairness of the presentation, including all the disclosures, rests with the City of Loveland. The City believes the data, as presented, is accurate in all material respects; that it is presented in a manner designed to fairly portray the financial position and results of Airport operations as measured by the Airport's financial activity; and all disclosures necessary to enable the reader to gain an understanding of the Airport's financial affairs have been included.

Generally Accepted Accounting Principles (GAAP) requires management to provide a narrative introduction, overview, and analysis to accompany the basic financial statements in the Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. The Airport's MD&A can be found immediately following the Independent Auditor's Report.

Airport Overview

The Northern Colorado Regional Airport (FNL) has served as a public regional air transportation center since 1964. The Airport is certified by the Federal Aviation Administration as a commercial service airport and is administered and operated jointly by the Cities of Fort Collins and Loveland in Northern Colorado. The Airport supports approximately 125,000 aircraft flight operations annually. These operations range from commercial air carrier, air taxi and charter, business aviation, air ambulance transport, aerial fire suppression, pilot training, and private transportation flights. An estimated 3,000 passengers (enplanements) traveled from the Airport on chartered flight services operated by Allegiant Airlines and Sun Country Airlines, and sports charters for Colorado State University and University of Northern Colorado.



Airport Area	1, 073 Acres
Runway (Primary)	8,500' x 100'
Runway (Crosswind)	2,273' x 40'
Based Aircraft	308
Hangars	230
Passengers	3,000

The Airport is home to many aviation-based businesses including one full service fixed base operator that provides aircraft fueling and storage, four flight training schools, two aircraft maintenance and repair stations, and an avionics and aircraft modification center. The Airport is also host to a variety of private and corporate aviation businesses that provide air transportation services to companies in order to remain competitive in today's global economy. According to the Economic Impact Study conducted in 2025 by the Colorado Department of Transportation Division of Aeronautics, the Airport contributes approximately \$160.5 million annually to the regional economy. This impact is derived through airport associated activities and area spending from visitors. The study also identified 839 jobs that were directly associated with the Airport through administrative and operational support, airport businesses, capital improvement investments, and visitor spending.

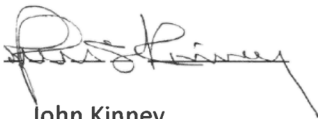
Vision Statement

"Become a premier corporate, general aviation and commercial service airport to help drive the Northern Colorado economy and better serve our collective communities."

The financial highlights for 2025 include the following:

- Continuation of the ground-based services in partnership with Landline and Groome Transportation with updated leases that expand their operational footprints, generating increased land lease revenue and supporting long-term airport growth.
- The Airport maintained a "National" classification within the FAA's National Plan of Integrated Airport Systems, leading to additional federal funding through appropriations from the Bipartisan Infrastructure Law.
- The Airport successfully passed all Part 139 inspections and audits without issue, maintaining full certification and demonstrating continued compliance with FAA safety and operational standards. Maintaining FAA certification keeps the airport eligible for federal and state grants, which can offset capital costs, support infrastructure improvements, and reduce reliance on local funding. This demonstrated compliance builds confidence among tenants, operators, and prospective airlines, helping to secure long-term leases and potential new commercial service.
- The Airport continues to proactively plan for new aeronautical and non-aeronautical developments that enhance economic performance, strengthen self-generated revenue streams, and support long-term financial stability.
- The Airport continued its partnership with the FAA and the Colorado Department of Transportation Division of Aeronautics and has applied for grant funding to support the construction of a permanent, traditional Air Traffic Control Tower. After evaluating options, FNL has moved away from the remote tower concept, focusing on a full-scale tower to further enhance safety, operational capacity, and long-term service reliability.
- Fuel flowage and aviation fuel tax reimbursements are tied to an agreed upon percentage, relying upon the price of fuel in addition to the volume of sales. The price of fuel in the coming year will impact on the amount of revenues collected from percentage-based fuel flowage and tax reimbursements.

Respectfully,



John Kinney
Airport Director

Report of Independent Auditors

The Stakeholders
Northern Colorado Regional Airport

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of the Northern Colorado Regional Airport (the Airport) as of and for the year ended December 31, 2025, and the related notes to the financial statements, which collectively comprise the Airport's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the Airport as of December 31, 2025, and the respective 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 (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*). 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 Airport and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that 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 Airport'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 opinion. 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 GAAS 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 GAAS 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 Airport'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 Airport'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 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 GAAS, 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 an opinion on the financial statements that collectively comprise the Airport's basic financial statements. The budgetary comparison schedule is presented for purposes of additional analysis and is 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 GAAS. In our opinion, the budgetary comparison schedule 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 letter of transmittal but does not include the basic financial statements and our auditor's report thereon. Our opinion on the basic financial statements does 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.

Report on Summarized Comparative Information

The 2024 financial statements of Northern Colorado Regional Airport were audited by predecessor auditors whose report dated May 13, 2025, expressed an unmodified opinion on those financial statements. The summarized comparative information presented herein as of and for the year ended December 31, 2024 is consistent, in all material respects, with the audited financial statements from which it has been derived.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated June 2, 2026, on our consideration of the Airport'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 Airport'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 Airport's internal control over financial reporting and compliance.

Baker Tilly US, LLP

Medford, Oregon
June 2, 2026

MANAGEMENT'S DISCUSSION & ANALYSIS

Our discussion and analysis of the Northern Colorado Regional Airport's financial performance provides an overview of the Airport's financial activities as of and for the year ended December 31, 2025. Please read it in conjunction with the financial statements, which begin on page 10.

Financial Highlights

- In 2025, net position decreased by \$1,853,998 (5.03%) primarily due to depreciation expense.
- Total operating revenues increased to \$2,342,038, an increase of \$204,299 (9.56%) compared to 2024, primarily due to increased lease revenue.
- Total operating expenses increased to \$4,348,719, an increase of \$237,733 (5.78%) compared to 2024 primarily due to increased salaries.

Overview of the Financial Statements

The Statement of Net Position presents information on all the Airport's assets and liabilities. Over time, increases or decreases in the net position may serve as a useful indicator of whether the financial position of the Airport is improving or deteriorating.

The Statement of Revenues, Expenses and Changes in Net Position presents information that reflects how the Airport's net position changed during the year. All changes in the net position are reported as soon as the underlying event, giving rise to the change occurs, regardless of the timing of the related cash flows.

The Statement of Cash Flows reports on the Airport's cash flows from operating, capital and non-capital financing and investing activities. The financial statement demonstrates how the various activities of the Airport impact its cash balances.

The Notes to Financial Statements provide additional information that is essential for a full understanding of the data provided in the financial statements.

Entity-wide Financial Analysis

As noted earlier, net position may serve over time as a useful indicator of the Airport's financial position. As of December 31, 2025, assets exceeded liabilities by \$35,037,350.

Net Position		
	2025	2024
Current Assets	\$ 2,547,631	\$ 3,719,137
Capital Assets	32,692,852	34,654,453
Total Assets	35,240,483	38,373,590
Current Liabilities	203,133	1,482,242
Net Position:		
Investment in Capital Assets	32,686,863	33,628,658
Unrestricted	2,350,487	2,236,895
Total Net Position	\$ 35,037,350	\$ 35,865,553

Net Position

Net position of the Airport at December 31, 2025, is shown to the left. The largest portion (93.3%) of the Airport's net position is the net investment in capital assets (land, buildings, improvements, runways, leasehold improvements, and equipment). The Airport uses these capital assets to provide aviation services to the surrounding communities. Consequently, these assets are not available for future spending. Unrestricted net position may be used to meet the Airport's ongoing obligations. Net position classifications for 2024 have been restated to be consistent with the current year presentation.

Changes in Net Position			
	2025		2024
Program Revenues	\$	2,342,038	\$ 2,137,738
Program Expenses		4,348,719	\$ 4,110,985
Operating Loss		(2,006,681)	(1,973,247)
Non-operating Revenues			
Interest Income		113,343	217,700
Federal/State Grants		39,341	78,536
Total Non-operating Revenues		152,683	296,236
Net Loss before Capital Contributions		(1,853,998)	(1,677,011)
Capital Contributions		-	10,294,161
Change in Net Position		(1,853,998)	8,617,150
Net Position - Beginning		36,891,348	28,274,198
Net Position - Ending	\$	35,037,350	\$ 36,891,348

Change In Net Position

The Airport's total revenues of \$2,342,038 were lower than total expenses of \$4,348,719 for a decrease in net position of \$1,853,998 for 2025.

Debt Administration And Capital Assets

Debt Administration

The Airport currently has no long-term debt.

Capital Assets

At the end of December 31, 2025, the Airport had \$32,692,852 invested in capital assets. This represents a net decrease of \$1,961,601, or 5.7%, from 2024. This decrease is due to depreciation expense for the year. More detailed information about the Airport's capital assets is presented in the Notes to Financial Statements.

Budgetary Highlights

The 2025 Airport budget was very much on target with both projected revenues and expenses, other than Capital outlay and its related reimbursement of Federal grant monies, due to delays in capital projects.

Economic Factors and the 2026 Budget

The Airport plays an important supportive role in the region, and its financial health is impacted by economic trends and regional growth. Northern Colorado has a healthy and diverse economy that continues to experience increasing demands for all modes of transportation.

- The new airline terminal is open and available for use to support scheduled commercial airline service in the coming years. FNL continues to prepare the entire airport, including staffing, operations, and infrastructure, to accommodate the next phase, unlocking opportunities for regional commerce, economic growth, and additional jobs for the community.
- FNL participates in the Federal Contract Tower (FCT) program, which provides funding for Air Traffic Controllers. The Airport manages the lease of the Mobile Air Traffic Control Tower (MATCT) and maintains a Tower Operating Agreement with the FAA for air traffic control services. In addition, FNL has applied for grant funding to support the construction of a permanent, traditional ACTC, further enhancing safety and operational capacity.

- The Airport is classified in National Plan of Integrated Airport Systems as a commercial service airport. Additionally, recent changes in the Bipartisan Infrastructure Law (BIL) appropriations, through airport grant criteria, allows an additional 5 years for funding opportunities for a new control tower staffed by FAA certified controllers.
- Fuel flowage and aviation fuel tax reimbursements are tied to an agreed upon percentage, relying upon the price of fuel in addition to the volume of sales. The price of fuel in the coming year will impact the amount of revenue collected from percentage-based fuel flowage and tax reimbursements.
- Efforts to generate new revenue have already been initiated and will continue as a primary focus in 2026, including engagement of consultants specializing in these unique markets. Fees are being reviewed and adjusted to reflect current market rates and the distinctive opportunities available at Northern Colorado Regional Airport. A comprehensive evaluation of potential revenue opportunities will be conducted throughout 2026, with a holistic review planned for the fourth quarter:

Rental Cars

Daily Parking fees

Transportation Network Companies

Off Airport fees Ground Transportation Operations

Development fees for aeronautical and non-aeronautical uses

Requests For Information

This financial report is designed to provide a general overview of the Airport's finances. If you have questions about this report or need additional financial information, contact the City of Loveland Finance Department at 500 East Third Street, Loveland, Colorado, 80537.

NORTHERN COLORADO REGIONAL AIRPORT

STATEMENT OF NET POSITION

December 31, 2025

	<u>2025</u>
ASSETS	
Current Assets	
Equity in Pooled Cash	\$ 517,197
Equity in Pooled Investments	1,599,504
Accounts Receivable	158,854
Grants Receivable	<u>272,076</u>
Total Current Assets	<u>2,547,631</u>
Noncurrent Assets	
Land	563,614
Construction in Progress	1,044,125
Runways	16,306,465
Improvements Other than Buildings	12,369,085
Equipment	3,602,769
Buildings	<u>23,292,197</u>
Total Capital Assets	57,178,255
Accumulated Depreciation	<u>(24,485,403)</u>
Capital Assets, Net	<u>32,692,852</u>
TOTAL ASSETS	<u>35,240,483</u>
LIABILITIES	
Current Liabilities	
Accounts Payable	91,936
Rental deposits	13,444
Accrued Liabilities	<u>97,753</u>
Total Current Liabilities	<u>203,133</u>
NET POSITION	
Investment in Capital Assets	32,686,863
Unrestricted	<u>2,350,487</u>
TOTAL NET POSITION	<u>\$ 35,037,350</u>

The accompanying notes are an integral part of the financial statements.

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

Year Ended December 31, 2025

(With Summarized Comparative Totals for the year ended December 31, 2024)

	<u>2025</u>	<u>2024</u>
OPERATING REVENUES		
Hangar Rental	\$ 192,452	\$ 192,650
FBO Rent	110,810	106,650
Gas and Oil Commissions	246,876	271,314
State Aircraft Fuel Tax	126,909	154,198
Land Lease	746,111	695,770
Land Lease - Police Training Center	441,049	433,666
Terminal Lease and Landing Fees	72,408	10,884
Parking	700	-
Miscellaneous	<u>404,724</u>	<u>272,607</u>
 TOTAL OPERATING REVENUES	 <u>2,342,038</u>	 <u>2,137,739</u>
OPERATING EXPENSES		
Personal Services	1,004,896	807,583
Purchased Services	1,094,669	1,403,714
Supplies	119,847	111,783
Depreciation	<u>2,129,307</u>	<u>1,787,905</u>
 TOTAL OPERATING EXPENSES	 <u>4,348,719</u>	 <u>4,110,986</u>
 OPERATING LOSS	 <u>(2,006,681)</u>	 <u>(1,973,247)</u>
NONOPERATING REVENUES		
Interest/Investment Income	113,343	217,700
Federal/State Grants	<u>39,341</u>	<u>78,536</u>
 TOTAL NONOPERATING REVENUES	 <u>152,683</u>	 <u>296,236</u>
 NET INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS	 <u>(1,853,998)</u>	 <u>(1,677,011)</u>
 Capital Contributions	 <u>-</u>	 <u>10,294,161</u>
 CHANGE IN NET POSITION	 <u>(1,853,998)</u>	 <u>8,617,150</u>
NET POSITION, Beginning	<u>36,891,348</u>	<u>28,274,198</u>
 NET POSITION, Ending	 <u>\$ 35,037,350</u>	 <u>\$ 36,891,348</u>

The accompanying notes are an integral part of the financial statements.

NORTHERN COLORADO REGIONAL AIRPORT

STATEMENT OF CASH FLOWS

Year Ended December 31, 2025

(With Summarized Comparative Totals for the year ended December 31, 2024)

	<u>2025</u>	<u>2024</u>
Cash Flows from Operating Activities		
Cash Received from Customers	\$ 2,349,624	\$ 2,188,294
Cash Payments for Goods and Services	(2,521,125)	(2,214,202)
Cash Payments to Employees	<u>(983,385)</u>	<u>(784,557)</u>
Net Cash Provided by (Used in) Operating Activities	<u>(1,154,886)</u>	<u>(810,466)</u>
Cash Flows from Capital and Related Financing Activities		
Proceeds from Federal and State Grants	546,334	12,323,063
Payments for Capital Acquisition	<u>(161,717)</u>	<u>(15,572,955)</u>
Net Cash Provided by (Used in) Capital and Related Financing Activities	<u>384,617</u>	<u>(3,249,893)</u>
Cash Flows from Noncapital Financing Activities		
Proceeds from Federal and State Grants	<u>39,341</u>	<u>78,536</u>
Net Cash Provided by Noncapital Financing Activities	<u>39,341</u>	<u>78,536</u>
Cash Flows from Investing Activities		
Purchase of Investments	(102,123)	(1,338,876)
Proceeds from Sale of Investments	1,213,011	3,010,260
Investment Earnings	<u>54,974</u>	<u>118,851</u>
Net Cash Provided by (Used in) Investing Activities	<u>1,165,862</u>	<u>1,790,235</u>
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	434,933	(2,191,587)
CASH AND CASH EQUIVALENTS, Beginning	<u>82,264</u>	<u>2,273,851</u>
CASH AND CASH EQUIVALENTS, Ending	\$ <u><u>517,197</u></u>	\$ <u><u>82,264</u></u>
RECONCILIATION OF OPERATING LOSS TO NET CASH USED BY OPERATING ACTIVITIES		
Operating Loss	\$ (2,006,681)	\$ (1,973,247)
Adjustments to Reconcile Operating Loss to Net Cash Provided by (Used in) Operating Activities		
Depreciation	2,129,307	1,787,905
Changes in Assets and Liabilities		
Decrease in Accounts Receivable	7,586	50,556
Decrease in Accounts Payable	(1,278,259)	(698,263)
Increase(decrease) in Accrued Liabilities	<u>(6,839)</u>	<u>22,584</u>
Total Adjustments	<u>851,795</u>	<u>1,162,782</u>
Net Cash Provided by (Used in) Operating Activities	\$ <u><u>(1,154,886)</u></u>	\$ <u><u>(810,466)</u></u>
Noncash Investing, Capital and Financing Activities:		
Unrealized Gain(Loss) on Investments	58,370	11,077
Capital outlays in Accounts Payable	5,989	1,025,795

The accompanying notes are an integral part of the financial statements.

NOTES TO FINANCIAL STATEMENTS

December 31, 2025

NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of the Northern Colorado Regional Airport (the Airport) have been prepared in conformity with Generally Accepted Accounting Principles (GAAP) as applied to governmental units. The more significant accounting policies of the Airport are described below.

Reporting Entity

In accordance with governmental accounting standards, the Airport has considered the possibility of inclusion of additional entities in its financial statements. The definition of the reporting entity is based primarily on financial accountability. The Airport is financially accountable for organizations that make up its legal entity. It is also financially accountable for legally separate organizations if Airport officials appoint a voting majority of the organization's governing body and either it is able to impose its will on that organization or there is a potential for benefits to, or to impose specific financial burdens on, the Airport. The Airport may also be financially accountable for other organizations that are fiscally dependent upon it.

Based upon the application of these criteria, no additional organizations are includable within the Airport's reporting entity.

The Airport is jointly operated under an Intergovernmental Agreement between the Cities of Fort Collins and Loveland, Colorado, under a governing body consisting of the Mayors and City Managers of each City. Only the financial transactions of this joint venture are included in this report, and the Airport is not included as a component unit of any other government.

Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The Airport uses an enterprise fund to account for its operations. Enterprise funds are used to account for operations that are financed and operated in a manner similar to private business enterprises, where the intent of the governing body is that costs of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges.

The financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned, and expenses are recorded when the liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Enterprise funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with the Airport's principal ongoing operations. Operating expenses include the cost of sales and services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

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

NOTE 1: **SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)**

Cash and Investments

The Airport's cash and investments are pooled with those of the City of Loveland. The City of Loveland's Investment Policy authorizes investments in accordance with State statutes for the investing of public funds. Current investment holdings may include Certificates of Deposit, U.S. Treasury Notes, U.S. Agency Securities, Municipal Bonds and Corporate Bonds that mature within seven years. Investments are stated at fair value. Because the investments are part of a pool, the underlying securities cannot be determined. For the purposes of the statement of cash flows, management defines cash and cash equivalents as amounts in demand deposits as well as short-term, highly liquid investments with original maturities of three months or less. Cash equivalents are both readily convertible to cash and are so near their maturity that they present an insignificant risk of change in value due to interest rate changes. The Airport's cash is approximately 0.23% of the City's cash balance.

Receivables

Receivables consist primarily of federal and state grants, land, and hangar leases, as well as other miscellaneous receivables. At December 31, 2025, the grants receivable balance was \$272,076.

Leases

The Airport is a lessor for noncancelable leases of certain assets, including airport facilities, surrounding property, and locations within the airport. In accordance with GASB 87, the Airport recognizes a lease receivable and a deferred inflow of resources in the financial statements, where applicable. The Airport did not have any applicable leases at December 31, 2025.

Lease activity is further described in Notes 6 and 8.

Capital Assets

Capital assets include land, improvements, buildings, runways, leasehold improvements, and equipment. Capital assets are defined by the Airport as assets with an initial, individual cost of more than \$10,000 and an estimated useful life in excess of one year. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at estimated acquisition value at the date of donation.

The cost of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized.

Depreciation is computed using the 6-month convention method over the estimated useful lives of the assets. Buildings are depreciated over a period from 10 to 25 years; improvements from 10 to 20 years, runways are 20 to 25 years, leasehold improvements from 7 to 50 years and equipment from 3 to 30 years. When assets are retired or otherwise disposed of, the cost and related accumulated depreciation are removed from the accounts, and any resulting gain or loss is reflected in income for the period.

Accrued Liabilities

Accrued liabilities consist primarily of Accrued Compensated Absences and miscellaneous payments to vendors due in the current year but not actually paid until the following year.

NOTE 1: **SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)**

Compensated Absences

Airport employees are allowed to accumulate vacation and sick time as stipulated in the administrative regulations of the City of Loveland. A leave liability is recognized due to the leave attributable to services already rendered, leave that accumulates, and leave that is more likely than not to be used for time off or otherwise paid in cash or settled through noncash means. At December 31, 2025, the Accrued Compensated Absence balance was \$47,009.

Net Position

Net position is restricted when constraints placed on the assets are externally imposed.

Comparative Data

Comparative total data for the prior year has been presented in the financial statements to provide an understanding of changes in financial position and operations. Accordingly, such information should be read in conjunction with the Airport’s financial statements as of and for the year ended December 31, 2024.

Statement No. 102, Certain Risk Disclosures

The objective of this Statement is to provide users of governmental financial statements with essential information about risks related to a government’s vulnerabilities due to certain concentrations or constraints. Implementation of this Statement had no impact on the current year financial statements as no viable threats to assets or obligations were identified.

Upcoming Accounting Pronouncements

In April 2024, the Government Accounting Standards Board issued Statement No. 103, Financial Reporting Model Improvements. The requirements of this Statement are effective for fiscal years beginning after June 15, 2025. The objective of this Statement is to improve key components of the financial reporting model to enhance its effectiveness in providing information that is essential for decision making and assessing a government’s accountability. The provisions of this statement are effective for the Airport’s financial statements for the year ending December 31, 2026.

In September 2024, the Government Accounting Standards Board issued Statement No. 104, Disclosure of Certain Capital Assets. The Statement requires certain types of capital assets, such as lease assets, intangible right-to-use assets, subscription assets, and other intangible assets to be disclosed separately by major class of underlying asset in the capital assets note. The Statement also requires additional disclosures for capital assets held for sale. The provisions of this statement are effective for the Airport’s financial statements for the year ending December 31, 2026.

NOTE 2: **CASH AND INVESTMENTS**

Cash and investments at December 31, 2025, consisted of the following:

Deposits	\$	517,197
Investments		<u>1,599,504</u>
Total	\$	2,116,701

NOTE 2: CASH AND INVESTMENTS (continued)

Deposits and investments are displayed within this report as follows:

Equity in Pooled Cash	\$	517,197
Equity in Pooled Investments		<u>1,599,504</u>
Total	\$	<u>2,116,701</u>

Deposits

The Colorado Public Deposit Protection Act (PDPA) requires that all units of local government deposit cash in eligible public depositories. Eligibility is determined by state regulations. The State banking commissioner regulates the eligible public depositories. Amounts on deposit in excess of federal insurance levels must be collateralized by eligible collateral as determined by the PDPA. PDPA allows the financial institution to create a single collateral pool for all public funds held. The pool is to be maintained by another institution or held in trust for all the uninsured public deposits as a group. The market value of the collateral must be at least equal to 102% of the uninsured deposits. At December 31, 2025, the Airport had \$418,434 collateralized with securities held by the financial institution's agent but not in the Airport's or City of Loveland's name.

Investments

The City of Loveland, of which the Airport is a joint venture, has an investment policy which specifies the investment instruments including rating, maturity and concentration risk criteria in which the City may invest. These investment instruments may include:

- Obligations of the United States and certain US Agency securities
- Certain international agency securities
- General obligation and revenue bonds of US local government entities
- Commercial paper
- Corporate or bank issue debt
- Written repurchase agreements collateralized by certain authorized securities
- Certain money market accounts
- Guaranteed investment contracts
- Local government investment pools

Fair Value

The Airport categorized its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. The Airport's investments are approximately 0.58% of the City's investments and the numbers below are the Airport's percentage:

The Airport has the following recurring fair value measurements as of December 31, 2025:

- U.S. Treasury securities of \$833,628 are valued using quoted market prices (Level 1 inputs)
- U.S. Agency securities of \$452,626 are valued using matrix pricing techniques (Level 2 inputs)
- Corporate Bonds of \$192,508 are valued using matrix pricing techniques (Level 2 inputs)
- Commercial Paper of \$120,742 are valued using matrix pricing techniques (Level 2 inputs)
-

NOTE 2: CASH AND INVESTMENTS (continued)**Investments Held in Investment Pools**

The Airport invested \$17,759 in the Colorado Surplus Asset Fund Trust (CSAFE). CSAFE is valued at amortized cost. The investments conform to its permitted investments and will meet Standard & Poor's investment guidelines to achieve an AAAm rating, the highest attainable rating for a Local Government Investment Pool. Information related to CSAFE can be found at their website, www.csafe.org. The Airport invested \$252,825 in Colorado Local Government Liquid Asset Trust (ColoTrust). ColoTrust is valued at amortized cost. The investments conform to its permitted investments and will meet Standard & Poor's investment guidelines to achieve an AAAm rating, the highest attainable rating for a Local Government Investment Pool. Information related to ColoTrust can be found on their website.

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

Investment type	STANDARD AND POOR'S RATING	LESS THAN 1	1 TO 3 YEARS	4 TO 5 YEARS	MORE THAN 5	TOTAL
U.S. Treasury Notes	N/A	\$ 304,358	\$ 292,795	\$ 236,475	-	\$ 833,628
U.S. Agency Securities	AA+	144,208	144,874	163,544	-	452,626
Corporate Bonds	AA-/A/A-/AA/AA+		192,508	-	-	192,508
Commercial Paper	AA	120,742				120,742
Total		\$ 569,308	\$ 630,177	\$400,019	-	\$ 1,599,504

The Airport participates in the City of Loveland's pooled cash and investments; therefore, the following applies to the Airport's cash and investment balances:

1. Interest Rate Risk: State statutes and the City of Loveland's Investment Policy limit investments in US Treasury and Agency securities to an original maturity up to five years with a minimum credit rating of A+/A1. State Statutes and the City's Investment Policy require all repurchase agreements with a maturity of less than 1 year and collateralized with securities allowed by statute at no less than 102% of fair value. State statutes and the City's Investment Policy limit investments in corporate bonds to an original maturity of three years or less.
2. Credit Risk: State statutes and the City of Loveland's Investment Policy limit investments in US Agency securities to the highest rating issued by two or more nationally recognized statistical rating organizations (NRSROs). State statutes and the City's Investment Policy limit investments in money market funds to those that maintain a constant share price, with a maximum remaining maturity in accordance with rules governing government investment pools, and either have assets of one billion dollars or the highest rating issued by a NRSRO. State statutes and the City's Investment Policy limit investments in corporate bonds and Foreign Issues to a minimum credit rating of "AA- or Aa3" by two or more NRSROs. At December 31, 2025, the City held no corporate bonds with a rating lower than the minimum rating.
3. Custodial Credit Risk: The City of Loveland's Investment Policy requires that securities purchased from any bank or dealer, including appropriate collateral, be placed with an independent third party for custodial safekeeping. The City has entered into an agency agreement with US Bank-Denver to establish an Investment Management Account pursuant to Colorado Revised Statutes. The City's pooled cash is invested in this account. The Bank purchases investments for the City and maintains an internal accounting record of all investments of the City. All investment transactions are approved by City management. All investments, held and maintained by the Trust Department of the Bank, are specifically separate from the investments of the bank and are identified as being investments of the City of Loveland. Investments of Loveland Special Improvement District #1 are held by other banks in their Trust Departments and are also

NOTE 2: **CASH AND INVESTMENTS (continued)**

specifically identified as being investments of the City of Loveland.

4. **Concentration of Credit Risk:** The City of Loveland's Investment Policy does not limit the amount the City may invest in one issuer. The City had investments in US agency securities greater than 5% of its total portfolio as follows, the Airport's percentage is 0.58% of the City's total investments:
 - a. US Treasury Notes (52.12%)
 - b. Federal Home Loan Bank (22.88%)
 - c. Federal Farm Credit Bank (5.42%)

NOTE 3: **STEWARDSHIP, COMPLIANCE AND ACCOUNTABILITY**

Budgets and Budgetary Accounting

The budget is developed by the City of Loveland's staff on a non-GAAP budgetary basis, which includes budgeting for capital outlay and excludes depreciation. The budget is then submitted to the Northern Colorado Regional Airport Commission. Upon approval by the Northern Colorado Regional Airport Commission, the City of Loveland legally adopts the budget before commencement of the following fiscal year as part of the support role for the City in the Airport Management IGA between the City of Loveland and City of Fort Collins. The budget includes proposed expenditures and the means of financing them. Expenditures may not legally exceed budgeted appropriations at the fund level. Revisions that alter total expenditures of the fund must be approved by the City Councils. Appropriations lapse at year end.

NOTE 4: CAPITAL ASSETS

Capital assets activity for the year ended December 31, 2025, is below:

	Balances 12/31/24	Additions	Deletions	Balances 12/31/25
Capital Assets, Not Being Depreciated				
Land	\$ 563,614	\$ -	\$ -	\$ 563,614
Construction in Progress	922,598	121,527		1,044,125
Total Capital Assets, Not Being Depreciated	1,486,212	121,527	-	1,607,739
Capital Assets, Being Depreciated				
Runways	16,306,466	-	-	16,306,466
Improvements	10,807,424	-	-	10,807,424
Equipment	3,589,139	46,180	(32,550)	3,602,769
Buildings	23,292,197			23,292,197
Leasehold Improvements	1,561,661		-	1,561,661
Total Capital Assets, Being Depreciated	55,556,887	46,180	(32,550)	55,570,517
Less Accumulated Depreciation				
Runways	(10,074,049)	(787,404)	-	(10,861,453)
Improvements	(7,564,150)	(463,443)	-	(8,027,593)
Equipment	(2,473,887)	(203,940)	32,550	(2,645,277)
Buildings	(1,017,213)	(656,666)	-	(1,673,879)
Leasehold Improvements	(1,259,347)	(17,854)	-	(1,277,201)
Total Accumulated Depreciation	(22,388,646)	(2,129,307)	32,550	(24,485,403)
Total Capital Assets, Being Depreciated, Net	33,168,241	(2,083,127)	-	31,085,114
Total Capital Assets, Net	\$ 34,654,453	\$ (1,961,600)	\$ -	\$ 32,692,853

Construction Commitments

At December 31, 2025, the Airport had construction projects in progress as follows:

Project	Budget	Cost to Date
Runway Widening	914,723	907,924
Fuel Farm Siting Analysis	72,629	72,535
Site C Planning	73,940	63,665

NOTE 5: RISK MANAGEMENT

The Airport 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 Cities of Fort Collins and Loveland carry commercial insurance for these risks of loss. During the last three years, there have not been any claims that exceeded coverage.

NOTE 6: **CONTRACTUAL AGREEMENTS**

Intergovernmental Agreements

The Airport is jointly operated under an Intergovernmental Agreement between the City of Fort Collins, Colorado and the City of Loveland, Colorado. This Agreement was approved by the City of Loveland City Council on May 17, 2016, to reflect the changed airport name and to expand the Airport Commission's authority.

Since July 3, 1979, ownership of assets vests equally with each city. Assets acquired prior to July 3, 1979, vested one-third with the City of Loveland and two-thirds with the City of Fort Collins.

Pursuant to the agreement, any needed contributions for annual operating budgets or capital improvements are shared equally by both cities. Also, either city may invest additional funds in the Airport as it sees fit. The agreement provides that if either city does not pay one-half of its agreed expenses in a given year, it will convey to the other city 10% of its total Airport ownership.

A second Intergovernmental Agreement between the City of Fort Collins, Colorado and the City of Loveland, Colorado was entered into March 19, 2019, for the lease of certain real property at the Airport for a Police Training Center. The Intergovernmental Agreement calls for each City to pay fair value rent to the Airport in equal payments on a quarterly basis. The rental rate will be adjusted annually by using the CPI as published by the Bureau of Labor Statistics. The term of the rental period is 50 years. Each City paid \$220,524 in rental payments in 2025.

Certain administrative services are provided by the City of Loveland. These include legal services, accounting and purchasing, audit costs, personnel and benefits administration, engineering, facilities maintenance, general administration, environment services and risk and insurance management. In 2025, the City of Loveland was paid \$23,450 for these services. The City of Loveland also provided the Airport Fleet maintenance services in the amount of \$38,696 and utilities in the amount of \$233,324.

As part of personnel administration, the employees of the Airport also participate in the City of Loveland's 401(a) money purchase plan that was established (and may be amended) by City Council of the City of Loveland. This Plan requires contributions of 5% from the employer and 3% from the employee. The Airport contributed \$25,807 to the Plan in 2025, representing the required contributions.

An Intergovernmental Agreement between the Cities regarding the joint operation of the Airport in furtherance of a transition to an Airport Authority, was entered into in October of 2025. The Agreement provided a sunset for the Airport Commission and vests the decision-making authority in the Airport Director, City Managers, and Mayors in the furtherance of the goal of the formation of an airport authority.

NOTE 7: **COMMITMENTS AND CONTINGENCIES**

TABOR Amendment

In November 1992, Colorado voters passed an amendment to the State Constitution, Article X, Section 20, which has several limitations, including raising revenue, spending abilities, and other specific requirements of state and local governments. The Amendment is complex and subject to judicial interpretation. The Airport believes it is in compliance with the requirements of the

NOTE 7: **COMMITMENTS AND CONTINGENCIES (continued)**

Amendment. The Airport is operated as a unit of each City through the Intergovernmental Agreement; therefore, both the City of Loveland and the City of Fort Collins include the Airport's emergency reserves in its city-wide financial statements.

Claims and Judgments

The City of Loveland receives Federal and State grants for use by the Airport. These grants are reported as grant revenues in the Airport's financial statements. However, certain Federal compliance and reporting requirements remain the responsibility of the City of Loveland. Expenses financed by grants are subject to audit by the appropriate grantor government. If expenses are disallowed due to noncompliance with grant program regulations, the Airport may be required to reimburse the grantor government.

Lease Commitments

The Airport is obligated to pay the Fixed Base Operator for modification, upgrade, or replacement of the Fuel Farm equipment to the extent the cost of such modification, upgrade or replacement, exceeds \$50,000 in any calendar year. Lessee shall consult with the Cities and the Cities' approval shall be required prior to incurring any expenditure to be borne by the Cities.

NOTE 8: **LEASES**

Regulated Leases:

The Airport is party to certain regulated leases, as defined by GASB Statement No. 87. In accordance with GASB 87, the Airport does not recognize a lease receivable and a deferred inflow of resources for regulated leases.

Facilities Leased to Fixed Base Operator

The Cities of Loveland and Fort Collins, on behalf of the Airport, lease certain facilities to the Fixed Base Operator (FBO). The 24-year lease agreement includes monthly rent for land and improvements for the first four years at \$4,766 a month. The base monthly rent payment was set at \$6,824 beginning May 1, 2015. However, the annual base rent was increased on May 1, 2018, and will increase on each third anniversary in an amount equal to the increase, if any, in the "Consumer Price Index". The current rate is \$110,810 for the year, which is set to increase based on CPI on May 1, 2027. After the initial term expires on April 30, 2035, the Lessee shall have the option to extend the term of the agreement for two additional periods of five years each. The agreement also provides for a fuel flowage fee of 6% of delivered fuel cost or \$.08 per gallon, whichever is higher.

Access Area Agreement

The Cities of Loveland and Fort Collins, on behalf of the Airport, provides two Access Agreements to certain areas of the airport to Aims Community College for their academic degree program for professional flight training. Both are five-year agreements with monthly rent of \$2,929 and \$4,591, plus escalation, and expiration dates of May 2028 and June 2029. Lease revenue from the two leases for 2025 was \$34,952 and \$54,788.

Land Leases

The Cities of Loveland and Fort Collins, on behalf of the Airport, lease numerous parcels of land to third parties for construction of hangars at the owner's expense. At the end of the lease, the

NOTE 8: **LEASES (continued)**

ownership of the hangar reverts to the Airport. The leases are for a 25-year term with (three) five-year extensions. The lease revenue from these land leases was \$401,552 in 2025.

The Airport also leases land to the Loveland/Fort Collins Police Training Center. The lease is for 50 years and requires each city to pay fair value rent to the Airport in equal payments on a quarterly basis. The initial rental rate of \$177,500 paid annually by each city for a total of \$355,000, will be adjusted annually by using the CPI as published by the Bureau of Labor Statistics. Each City paid \$220,524 in rental payments in 2025. See Note 6 for additional information.

Hangar Leases

The Cities of Loveland and Fort Collins, on behalf of the airport, lease four hangar buildings, two consisting of 40 individual T-hangars and two separate box hangars. These leases are short-term in nature and have monthly rents ranging from \$332 per month for the T-hangars and \$940 to \$4,997, per box hangar. The lease revenue from hangar leases was \$192,452 in 2025.

Future expected annual minimum payments related to the Airport's regulated leases are as follows:

2026	\$1,046,113
2027	1,046,113
2028	1,025,611
2029	983,419
2030	955,872
2031 - 2035	4,676,852
2036 - 2040	4,152,940
Thereafter	13,859,853

BUDGETARY COMPARISON SCHEDULE
(NON-GAAP BUDGETARY BASIS)

Year Ended December 31, 2025

(With Summarized Comparative Totals for the year ended December 31, 2024)

	2025				
	BUDGET			DIFFERENCE	2024
	ORIGINAL	FINAL	ACTUAL	WITH FINAL	ACTUAL
				BUDGET	
REVENUES					
Hangar Rental	\$ 159,000	\$ 159,000	\$ 192,452	\$ 33,452	\$ 192,650
FBO Rent	110,809	110,809	110,810	1	106,650
Gas and Oil Commissions	315,000	315,000	246,876	(68,124)	271,314
State Aircraft Fuel Tax	-	-	126,909	126,909	154,198
Land Lease	1,048,974	1,048,974	746,111	(302,863)	695,770
Land Lease - Police Training Center	-	-	441,049	441,049	433,666
Terminal Lease and Landing Fees	89,533	89,533	72,408	(17,125)	10,884
Interest/Investment Income (Losses)	51,450	51,450	113,343	61,893	217,700
Federal and State Grants	14,439,240	18,431,904	39,341	(18,392,563)	10,372,697
Parking	200,000	200,000	700	(199,300)	
Miscellaneous	212,730	212,730	404,724	191,994	272,607
TOTAL REVENUES	16,626,736	20,619,400	2,494,722	(18,124,678)	12,728,136
EXPENDITURES					
Personal Services	1,231,592	1,135,092	1,004,896	130,196	807,583
Purchased Services	950,772	1,476,224	1,094,669	381,555	1,403,714
Supplies	129,729	129,093	119,847	9,246	111,783
Capital Outlay	18,121,404	18,335,488	167,706	18,167,782	16,598,750
TOTAL EXPENDITURES	20,433,497	21,075,897	2,387,118	18,688,779	18,921,830
CHANGE IN NET POSITION, Budgetary Basis	\$ (3,806,761)	\$ (456,497)	107,603	\$ 564,100	(6,193,694)
RECONCILIATION TO GAAP BASIS					
Capital Outlay			167,706		16,598,750
Depreciation			(2,129,307)		(1,787,905)
CHANGE IN NET POSITION, GAAP Basis			\$ (1,853,998)		\$ 8,617,150

See the accompanying Independent Auditors' Report.

Notes to Budgetary Comparison Schedule:

The Airport follows the City of Loveland's procedures in establishing the budget as reflected in the financial statements:

1. Prior to September 20, the City Manager submits to the City Council a proposed operating budget for the fiscal year commencing the following January 1. The operating budget includes proposed expenditures and the means of financing them.
2. Public hearings are conducted to obtain taxpayer comments.
3. Prior to December 15, the budget is legally enacted through passage of an ordinance. This ordinance authorizes a lump-sum expenditure budget for the City taken as a whole. An appropriation ordinance is also adopted which allocates the total budget to each individual fund. This allocation of the appropriation may not be legally exceeded by an individual fund.
4. Supplemental appropriations are approved on an individual fund level basis.
5. All appropriations lapse at year-end per State statutes.

Report of Independent Auditors 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*

The Stakeholders

Northern Colorado Regional Airport

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 (*Government Auditing Standards*), the financial statements of Northern Colorado Regional Airport (the Airport) as of and for the year ended December 31, 2025, and the related notes to the financial statements, which collectively comprise the Airport's basic financial statements, and have issued our report thereon dated June 2, 2026.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Airport'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 opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Airport's internal control. Accordingly, we do not express an opinion on the effectiveness of the Airport'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 Airport'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.

Baker Tilly US, LLP

Medford, Oregon

June 2, 2026

Prepared by:
Finance Department
Accounting Division

