ANNUAL COMPREHENSIVE FINANCIAL REPORT

Columbus Regional Airport Authority
Columbus, Ohio
For the Year Ended December 31, 2024

COLUMBUS
REGIONAL AIRPORT AUTHORITY

PAGE INTENTIONALLY LEFT BLANK

OHIO AUDITOR OF STATE
KEITH FABER

65 East State Street
Columbus, Ohio 43215
ContactUs@ohioauditor.gov
800-282-0370

Board of Directors
Columbus Regional Airport Authority
4600 International Gateway
Columbus, OH 43219

We have reviewed the *Independent Auditor's Report* of the Columbus Regional Airport Authority, Franklin County, prepared by Plante & Moran, PLLC, for the audit period January 1, 2024 through December 31, 2024. Based upon this review, we have accepted these reports in lieu of the audit required by Section 117.11, Revised Code. The Auditor of State did not audit the accompanying financial statements and, accordingly, we are unable to express, and do not express an opinion on them.

Our review was made in reference to the applicable sections of legislative criteria, as reflected by the Ohio Constitution, and the Revised Code, policies, procedures and guidelines of the Auditor of State, regulations and grant requirements. The Columbus Regional Airport Authority is responsible for compliance with these laws and regulations.

KEITH FABER
Ohio Auditor of State

Tiffany L Ridenbaugh

Tiffany L Ridenbaugh, CPA, CFE, CGFM
Chief Deputy Auditor

July 10, 2025

This page intentionally left blank.

ANNUAL COMPREHENSIVE FINANCIAL REPORT

Columbus Regional Airport Authority
Columbus, Ohio
For the Year Ended December 31, 2024

Proudly prepared by:
The CRAA Finance & Accounting Department

This page intentionally left blank.

TABLE OF CONTENTS

COMPLIANCE SECTION:

PAGE INTENTIONALLY LEFT BLANK

INTRODUCTORY SECTION

This section contains the following subsections:

Letter of Transmittal

Board of Directors

Organization Chart and Senior Management

GFOA Certificate of Achievement for Excellence in Financial Reporting

PAGE INTENTIONALLY LEFT BLANK

LETTER OF TRANSMITTAL

April 1, 2025

To the Board of Directors:

We are pleased to present the Annual Comprehensive Financial Report (ACFR) for the Columbus Regional Airport Authority (the Authority) for the year ended December 31, 2024. This report was prepared by the Finance and Accounting Division and represents our commitment to provide accurate, concise, and high-quality financial information to the Community, Board of Directors and Team Members we serve.

This ACFR contains financial statements and statistical data that fully disclose all the material financial operations of the Authority. The financial statements and statistical information contained herein are the representations of the Authority's management, which bears the responsibility for the accuracy, completeness, and fairness of this ACFR. A narrative overview and analysis of the financial activities of the Authority that occurred during the year ended December 31, 2024, is presented in the Management's Discussion and Analysis (MD&A) found in the Financial Section.

This ACFR has been prepared following the guidelines recommended by the Government Finance Officers Association of the United States and Canada (GFOA). The GFOA awards Certificates of Achievement to those governments whose annual financial reports are judged to conform to the high standards of public financial reporting, including generally accepted accounting principles promulgated by the Governmental Accounting Standards Board (GASB). It is our belief that the accompanying 2024 ACFR meets program standards, and it will be submitted to the GFOA for review.

Independent Audit

The Authority's independent auditing firm, Plante & Moran, PLLC, has rendered an unmodified opinion that the Authority's financial statements for the year ended December 31, 2024, present fairly, in all material respects, the results of the Authority's financial position, operations and cash flows. The Auditor of State of Ohio also reviews the Authority's financial statements for compliance with state reporting requirements.

The Authority participates in the federal single audit program, which consists of a single audit of all federally funded programs administered by the Authority. Participation in the single audit program is mandatory as a condition for continued funding eligibility. The single audit performed by Plante & Moran, PLLC, met the requirements set forth by the State of Ohio and the Federal Single Audit Act of 1996 and related Office of Management and Budget (OMB) Circular 2 CFR 200. The independent auditors' reports issued based upon work performed in accordance with those requirements noted no instances of noncompliance by the Authority with any applicable state or federal laws or regulations or other matters that are required to be reported for the fiscal year ended December 31, 2024. A copy of the report can be found in the Compliance Section of this ACFR.

Reporting Entity

The Columbus Regional Airport Authority (the Authority) is a port authority and political subdivision of the State of Ohio (the State). As a political subdivision, the Authority is distinct from, and is not, an agency of the State of Ohio or any other local governmental unit. On December 12, 2002, the Columbus Municipal Airport Authority (CMAA), the City of Columbus, Ohio (the City) and the County of Franklin, Ohio (the County) entered into the Port Authority Consolidation and

Joinder Agreement (Agreement). The Authority was duly organized effective January 1, 2003, as a body corporate and politic by the City of Columbus, Ohio (the City) and the County of Franklin, Ohio (the County) pursuant to the provisions of Ohio Revised Code Sections 4582.21 through 4582.99 (collectively, the Act). This created a single regional authority to oversee the airports formerly managed by the CMAA and the Rickenbacker Port Authority (RPA). Under the Agreement the RPA was dissolved and the CMAA, the surviving entity, was renamed the Columbus Regional Airport Authority. The Agreement provided for the ultimate transfer of all the RPA's rights, title, and interests in all the assets and liabilities to the Authority. The newly created Authority merged the operations of the RPA and the CMAA. The Authority administers an airport system comprised of John Glenn Columbus International (CMH), Rickenbacker International (LCK) and Bolton Field (TZR). In December 2007, the Authority paid the City the remaining balance on the airport general obligation bonds and received title to the airport property relating to the use agreement.

The Authority is governed by a nine-member Board of Directors. Four members are appointed by the Mayor of Columbus with the advice and consent of City Council, four members are appointed by the Franklin County Board of Commissioners, and one member is appointed by both the Mayor and Franklin County Board of Commissioners. The Authority receives no tax revenues, operating as an independent enterprise and relying on revenues generated by the Airport System. The board appoints the Authority's President & Chief Executive Officer (CEO), who is the chief executive and administrative officer responsible for the day-to-day operations and planning for all three airports. In addition, the senior management team further consists of eight executives that report directly to the CEO.

A complete discussion of the Authority's financial reporting entity is included in Note 1 to the financial statements.

The Authority's financial reporting entity has been defined in accordance with GASB Statement No. 14, as amended. The financial statements contained within this ACFR include all departments and operations for which the Authority is financially accountable. Financial accountability is defined in Note 1 to the financial statements. No governmental organizations other than the Authority itself are included in the financial reporting entity.

Description of the Airports

The Authority owns and operates three airports -- John Glenn Columbus International Airport (CMH), an air carrier airport serving the central Ohio region, Bolton Field (TZR), which serves as the general aviation reliever airport to CMH and Rickenbacker International Airport (LCK), which serves as a major cargo facility and provides limited air carrier support.

John Glenn Columbus International Airport (IATA: CMH, ICAO: KCMH, FAA LID: CMH) was dedicated in 1929 and serves as the City's and the central Ohio region's primary commercial airport. The Airport is located approximately six miles east of the central business district of the City. The City is located in Franklin County and is the capital of the State. The Airport is adjacent to the intersections of Interstate 670 and Interstate 270 on the northeast side of the City, providing easy access to the regional and national highway systems. The Airport is classified as a Medium Hub airport by the FAA, which ranked the Airport 50th among U.S. airports. The Airport has served some connecting traffic, but has been largely used by Origination & Destination (O&D) travelers, whose trips begin or end in the Air Service Area.

Bolton Field (ICAO: KTZR, FAA LID: TZR) named after long-time Port Columbus Superintendent Francis "Jack" Bolton opened in 1970 as a general aviation airport and serves primarily as a reliever to the Airport. Bolton Field is situated on a 1,307 acre site which is approximately eight miles southwest of the City's central business district. Airfield facilities at Bolton Field include a single 5,500 foot runway (4/22) with an Instrument Landing System approach and a parallel taxiway. Bolton Field has a 7,600 square foot terminal building, a 4-story control tower, two conventional hangars, 90 T-hangars, an airfield maintenance garage and a vehicle storage building, and automobile parking. Bolton Field, as a general aviation airport, does not serve commercial air carriers.

Rickenbacker International Airport (IATA: LCK, ICAO: KLCK, FAA LID: LCK), located in Franklin and Pickaway counties approximately 15 miles southeast from the City's central business district, is a major cargo facility and is utilized by the Ohio Air National Guard. It also offers commercial passenger service by Allegiant Air, which flies to various leisure destinations year-round and seasonally. As this passenger service serves a different and small segment of the local air travel market, it is not seen as competition for CMH's O&D passengers. Rickenbacker's primary role is to provide the central Ohio region with air freight, logistics and warehouse/distribution services. The Intermodal and Industrial Development Business Unit which was established by the Authority for the non-airport related economic development activities at the Rickenbacker International Airport and specifically within the Rickenbacker Global Logistics Park. The Rickenbacker Global Logistics Park accounts for and tracks revenues and expenditures relating to economic development activities at Rickenbacker International Airport (LCK), which includes but is not limited to, special conduit debt financing activities.

A portion of Rickenbacker is part of Foreign-Trade Zone 138, which is administered by the Authority and consistently ranks in the Top 10 for warehousing and distribution activities, out of nearly 200 active U.S. Foreign Trade Zones.

Accounting and Internal Controls

In developing and evaluating the Authority's accounting system, consideration is given to the adequacy of the internal control framework. Internal control framework is designed to provide reasonable, but not absolute assurance regarding: (1) safeguarding of assets against loss from unauthorized use or disposition; (2) execution of transactions in accordance with management's authorization; (3) reliability of financial records used in preparing financial statements and maintaining accountability for assets; (4) effectiveness and efficiency of operations; and (5) compliance with applicable laws and regulations. The concept of reasonable assurance recognizes that the cost of a control should not exceed the benefits likely to be derived from it, and that the evaluation of costs and benefits requires estimates and judgments by management.

We believe that the Airport's process of internal control adequately safeguards assets and provides reasonable assurance that financial transactions are recorded properly. Management also believes that the data in this ACFR, as presented, is accurate in all material respects, that it presents fairly the financial position, results of operations and cash flows of the Authority, and that all disclosures necessary to enable the reader to gain the maximum understanding of the Authority's financial affairs have been included.

Budgetary Controls and Policies

The annual operating and capital budgets are proposed by the Authority's management and adopted by the Board of Directors in a public meeting before the beginning of each fiscal year. The annual budget is prepared pursuant to guidelines established after consideration of the Authority's Strategic Business Plan.

Budgeting serves as an important management tool to plan, control, and evaluate the operations and capital needs of the Authority. The operating budget is the Authority's annual financial plan for operating and maintaining the Airports and other properties. The operating expense and revenue budgets must be sufficient to cover the operating and maintenance expenses of the Airports and the debt service payable on bonds and other known financial requirements for the ensuing fiscal year. The Capital Improvement Program budget is the Authority's plan for the design and construction of major improvements and new facilities at the Airports. The Authority's basis of budgeting is in accordance with GAAP, which is the same as the Authority's accounting basis. Budgetary control is required to ensure that expenditures do not exceed appropriations. The Authority maintains this control with an encumbrance system. As purchase orders are issued, corresponding amounts of appropriations are reserved with encumbrances to prevent overspending. Amendments to the budget are subject to approval by the Board in accordance with the terms outlined in the Board resolution adopted with the budget.

Management control of the budget is maintained at the department level. It is the responsibility of each department to administer its operations in such a manner as to ensure that the use of funds is consistent with the goals and programs authorized by the Board of Directors. The findings are reported to the Board in the monthly board packet.

Authority Operations and Services

The Authority is self-supporting, using revenues directly and indirectly generated by its three airports. The Authority strives to balance revenues generated from cost recovery formulas applied to aeronautical users and those generated from fluctuating non-aeronautical revenues driven by passenger traffic and commercial opportunities to fund operating expenses. The Authority is not taxpayer-funded. The Capital Improvement Program is funded by bonds issued by the Authority, federal and state grants, Passenger Facility Charges (PFCs) and other discretionary funds.

Airline Use and Lease Agreement

The Airline Use and Lease Agreement establishes four cost centers for the purpose of determining rates and charges payable by the Signatory Airlines and other users of airport facilities: airfield, apron, terminal, and baggage handling system. The Airline Agreement has a "hybrid" airline rate-setting methodology with the landing and apron fees being calculated on a residual basis, while the terminal rental rates are based upon a compensatory basis using rental space in the calculation. Other than the Airfield and Apron, the Signatory Airlines are not required to provide for break-even financial operations of CMH under the Airline Use and Lease Agreement. The following Signatory Airlines are parties to CMH Airline Use and Lease Agreement: Air Canada, Alaska Airlines, American Airlines, Breeze Airways, Delta Air Lines, Frontier Airlines, Southwest Airlines, Spirit Airlines, Sun Country Airlines and United Airlines

The Airline Industry

The economic condition of the airline industry has historically been volatile, and has undergone significant changes, including mergers, acquisitions, bankruptcies, and closures in recent years. Further, the aviation industry is sensitive to a variety of factors, including: the cost and availability of labor, fuel, aircraft, supplies and insurance; general economic conditions; international trade; currency values; and competitive considerations. The airline industry continued to experience a strong recovery in 2024, following the 2020 pandemic which created significant challenges for airlines, as travel restrictions created to prevent spread of the virus lowered travel activity. In the ever-changing landscape of the airline industry, there are both continued opportunities and obstacles for airlines worldwide. Looking ahead, the path to full recovery may not be smooth, as the industry grapples with aircraft, parts, and labor shortages alongside fluctuating travel demands.

Activity Highlights

Airline cost per enplaned passenger (CPE) – the standard employed by the air carriers to determine the relative cost of operating at an airport – is the sum of all expenditures charged to the airlines by an airport divided by the number of passengers enplaned at the airport.

For 2024, the airline CPE at John Glenn International has remained competitive at $7.89. CPE continues to compare favorably with other medium hub airports, further reinforcing John Glenn International's reputation as a cost effective, airline-friendly facility.

The following represents John Glenn International Airport's activity highlights for the years ended December 31:

	2024	2023	% Change
Airline Cost	$ 35,326,545	$ 36,963,217	-4.43%
Enplanements	4,474,715	4,174,945	7.18%
Cost Per Enplaned Passenger	$ 7.89	$ 8.85	-10.83%

Economic Outlook

Population and Air Trade Area

The City of Columbus, centrally located in the region is the state capital and largest city in Ohio, and the 14th largest city in the United States with a population of approximately 917,811 residents.

The proximity of Columbus to major markets makes it one of the best locations in the country. The Columbus Region is within a 10-hour drive to nearly half the U.S. and one-third of the Canadian populations. Located within 500 miles of New York, Washington D.C., Chicago, Atlanta and other important locations, our regional access to major population centers of the United States gives the city a distinct advantage to travelers and distribution operations.

John Glenn International Airport (CMH) is the primary commercial air service facility serving the Columbus metropolitan area and provides access to 47 nonstop destinations with 11 airlines. CMH is the headquarters of NetJets, the world's largest fractional jet ownership company, and FlightSafety International, a global leader in professional flight training. Rickenbacker International Airport (LCK) is a cargo-focused airport which supports the world's largest aircraft yet it offers a wide range of scalable services for all aircraft types, including corporate, general aviation, commercial, airfreight, and military. LCK is a high-speed international logistics gateway with unparalleled reach to 45% of the U.S. population and 33% of Canada's within a one-day truck drive. LCK provides ground handling services through the exclusive fixed-based operator Rickenbacker Aviation and passengers have access to several vacation destinations through Allegiant Airlines from Rickenbacker. The Authority administers Foreign Trade Zone (FTZ) 138 at from LCK which is a 25-county service area in Central Ohio where goods can legally be brought in without formal customs entry. Bolton Field (TZR) is a general aviation airport dedicated to corporate and recreational aviation activities and serves the needs of the area businesses, private pilots, and aviation enthusiasts.

Central Ohio Economy

The Authority's three airports contribute significantly to the central Ohio region's economy. The visitors that utilize the airport system also support off-airport hospitality businesses. The central Ohio region receives approximately 51.2 million visitors annually, generating $1.68 billion in tax revenue that support approximately 82,500 jobs. A variety of other attractions, including an extensive parks system, the Center of Science and Industry, the Columbus Zoo, sporting events and higher education opportunities, attract people to the central Ohio region.

The Airport is the primary commercial air service facility serving central Ohio including the Columbus, Ohio Metropolitan Statistical Area (Columbus MSA). For the purposes of this Report, the Airport's Air Service Area (ASA) is defined as the Columbus MSA. The ASA is comprised of ten counties in the State of Ohio: Franklin, Delaware, Licking, Fairfield, Union, Pickaway, Madison, Perry, Morrow, and Hocking. Although not included as part of the Columbus MSA, the eight additional counties included in the Columbus-Marion-Zanesville Combined Statistical Area have population areas relatively near the Airport and contribute to the demand for air traffic, as well, and are mostly isolated from other airports. In many cases, an air service area extends beyond the primary ASA depending on the location of other population centers and availability of other commercial service airports. This is the case at CMH as competition from other commercial service airports, particularly to the southeast of the Airport, is lacking. However, it is generally the economic strength of the primary ASA that provides the principal demand for supporting Origin and Destination (O&D) air travel within it. Conveniently located between Chicago and New York, greater Columbus has market access to nearly half of the United States population within less than a day drive. The Columbus economy is balanced with a combination of education, technology, government, research, insurance, and health care entities as major employers within the City. Columbus is gaining nationwide recognition for its booming downtown, historic neighborhoods, arts and sporting districts, and an affordable quality of life.

The Columbus Region's economy is built on a highly diversified base of companies, with no single industry representing more than 18% of employment. Some of the world's most recognizable brands—including Scotts Miracle-Gro, Express, JPMorgan Chase, Nationwide and Abercrombie & Fitch—thrive alongside innovative startups and unique small businesses. With support from top-ranked educational and research institutions, and an ever-growing venture capital community, the Columbus Region offers a stable environment for companies looking to grow in a variety of sectors.

Central Ohio is headquarters to several business leaders and is leading in the industries of tomorrow, from research and development to high-tech manufacturing. Intel's introduction to the Columbus Region is not only the largest manufacturing investment in Ohio history, it is a commitment that will secure the nation's future. As the largest U.S.-based chip manufacturer, Intel sought a location that could support its $20 billion expansion designed to help the nation close its chip shortage gap. Intel chose the Columbus Region thanks to the high concentration of engineers, the education community's enthusiasm, unmatched site and infrastructure options, and economic incentives. The geographical location and diverse economy are growing the region as a center for innovation.

Certificate of Achievement

The GFOA awarded the Authority a "Certificate of Achievement" for Excellence in Financial Reporting for its ACFR for the year ended December 31, 2023. This was the thirty-second consecutive year that the Authority has achieved this prestigious award. To be awarded a Certificate of Achievement, a government entity must publish an easily readable and efficiently organized ACFR. The ACFR must satisfy both accounting principles generally accepted in the United States of America and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe our current report continues to conform to the Certificate of Achievement program requirements and are submitting this 2024 ACFR to the GFOA for consideration.

Acknowledgments

The preparation of this report could not have been accomplished without the dedicated services of the entire staff of the Finance and Accounting Division. We would like to express our appreciation to all members of this Division.

This report could not have been possible without the leadership and support of the Authority's Board of Directors.

Respectfully submitted,

Joseph R Nardone
President & Chief Executive Officer

Fabio Spino
Chief Financial Officer

BOARD OF DIRECTORS

Elizabeth P. Kessler

Board Chair
Partner-in-Charge,
Jones Day

Jordan A. Miller, Jr.

Vice Chair
Chairman & CEO,
Adelphi Bank

Dr. Frederic Bertley

Board Member
President & CEO,
Center of Science
and Industry (COSI)

Ramon Jones

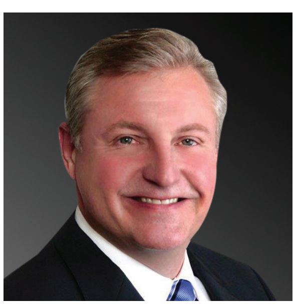
Board Member
Executive VP &
Chief Marketing Officer,
Nationwide

Corrine M. Burger

Board Member
Managing Director,
Columbus
J.P. Morgan Chase & Co.

Kenny McDonald

Board Member
President & CEO,
One Columbus

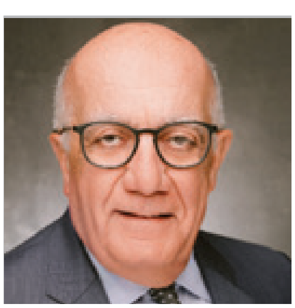


Paul Chodak III

Board Member
Executive Vice
President & Cheif
Operating Officer,
Eversource Energy

Karen J. Morrison

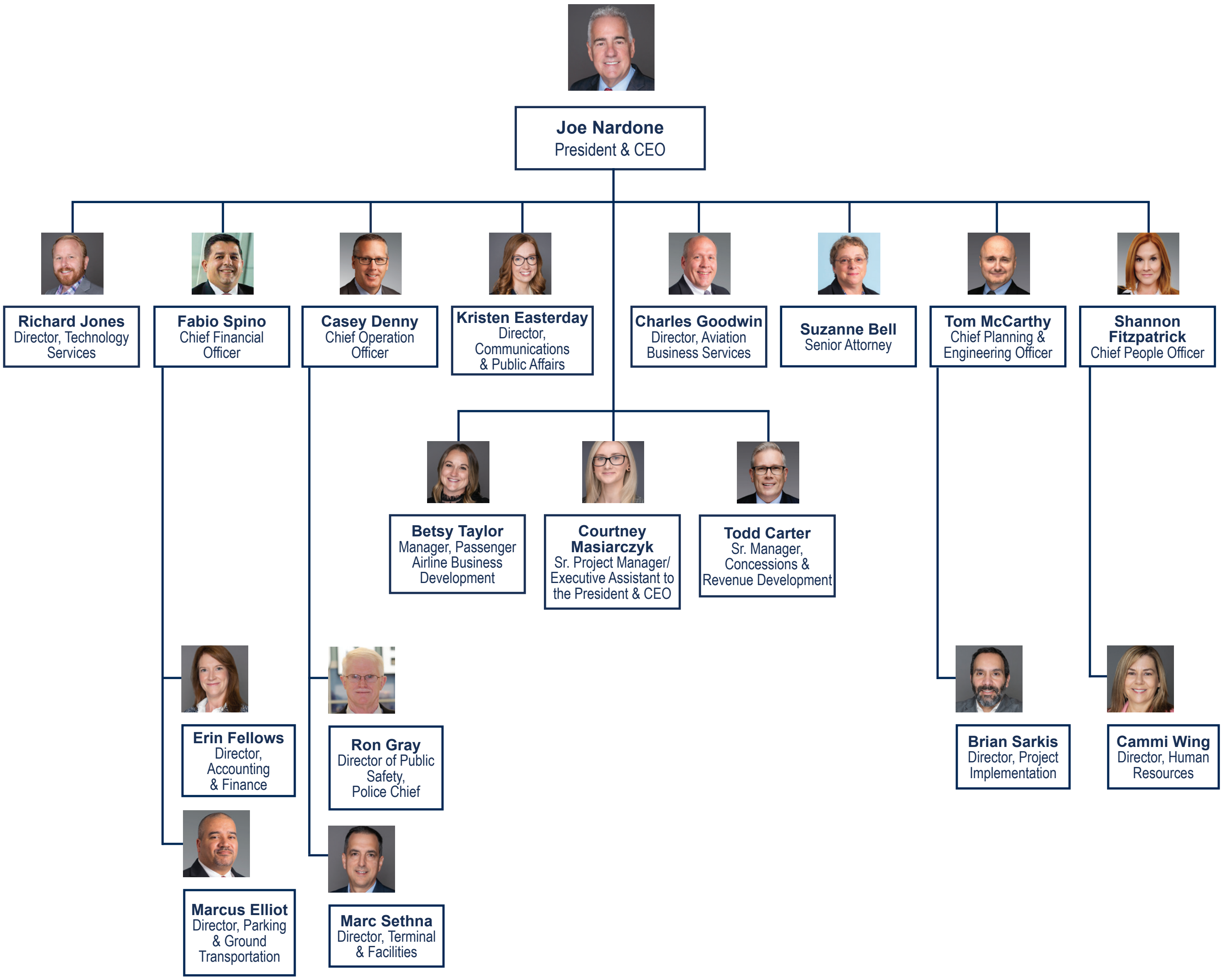
Board Member
OhioHealth Foundation
& Sr. Vice President,
External Affairs,
OhioHealth



Mo Dioun

Board Member
President & CEO,
The Stonehenge
Company

ORGANIZATION CHART



Director, Technology Services

- Technology Services
- Innovation

Director, Aviation Business Services

- Air Cargo
- Fuels & FBO
- Foreign Trade Zone

Chief Financial Officer

- Accounting & Finance
- Internal Audit
- Contracts & Procurement
- Business Diversity
- Parking & Ground Transportation
- Real Estate

Chief Operations Officer

- Asset Management
- Airport Operations
- Facilities
- Shipping & Receiving
- Custodial Services
- Public Safety
- Emergency Preparedness

Communications & Public Affairs

- Government Affairs
- Marketing & Communications
- Strategy
- Customer Experience

Legal Department

- Legal Services
- Enterprise Risk
- Board Governance

Chief People Officer

- Employee Engagement
- Training & Development
- Inclusion & Belonging
- Talent Acquisition
- Labor & EE Relations
- Benefits & Wellness
- Payroll & HR Systems

Chief Planning & Engineering Officer

- Planning & Engineering
- Noise Program
- Federal & State Grants
- GIS/CAD
- Capital Improvement Program
- Energy & Environmental

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Columbus Regional Airport Authority
Ohio

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

December 31, 2023

Executive Director/CEO

FINANCIAL SECTION

This section contains the following subsections:

Independent Auditor’s Report

Management’s Discussion and Analysis

Financial Statements

Required Supplementary Information

Other Supplementary Information

PAGE INTENTIONALLY LEFT BLANK

Plante & Moran, PLLC
Suite 300
537 E. Pete Rose Way
Cincinnati, OH 45202-3578
Tel: 513.595.8800
Fax: 513.595.8806
plantemoran.com

Independent Auditor's Report

To the Board of Directors
Columbus Regional Airport Authority

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of Columbus Regional Airport Authority (the "Authority") as of and for the year ended December 31, 2024 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 accompanying financial statements present fairly, in all material respects, the financial position of Columbus Regional Airport Authority as of December 31, 2024 and the changes in its financial position and its 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. 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 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 Authority's ability to continue as a going concern for 12 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.

To the Board of Directors
Columbus Regional Airport Authority

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 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, the schedule of the Authority's proportionate share of the net pension liability, the schedule of the Authority's pension contributions to state pension fund, the schedule of the Authority's proportionate share of the net OPEB liability/(asset), and the schedule of the Authority's OPEB contributions to state pension fund 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, which 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.

Other Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise Columbus Regional Airport Authority's basic financial statements. The supplementary schedule of revenues and expenses: budget vs. actual-budget basis, schedule of expenditures of federal awards, and schedule of passenger facility charges are presented for the purpose 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 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 Comprehensive Financial Report. The other information comprises the introductory section and statistical section 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.

To the Board of Directors
Columbus Regional Airport Authority

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 whether 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 April 1, 2025 on our consideration of Columbus Regional Airport Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, 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 Columbus Regional Airport 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 Columbus Regional Airport Authority's internal control over financial reporting and compliance.

Plante & Moran, PLLC

April 1, 2025

PAGE INTENTIONALLY LEFT BLANK

Management's Discussion and Analysis

2024 Annual Comprehensive Financial Report
Columbus Regional Airport Authority
December 31, 2024

MANAGEMENT'S DISCUSSION AND ANALYSIS

2024 Annual Comprehensive Financial Report
Columbus Regional Airport Authority
December 31, 2024

(In thousands)

The Columbus Regional Airport Authority (the Authority) is an independent, financially self-sufficient special purpose political subdivision of the State of Ohio. The Authority is an enterprise fund that owns and operates John Glenn Columbus International Airport (CMH), Rickenbacker International Airport (LCK), and Bolton Field Airport (TZR), collectively, (the Airports). This discussion and analysis should be read in conjunction with the financial statements.

Overview of the Financial Statements

The Authority's financial report consists of this Management's Discussion and Analysis (MD&A), and the financial statements that follow. The financial statements include:

The *Statement of Net Position* presents information on all the Authority's assets, deferred outflows of resources, liabilities, and deferred inflows of resources. The difference between (a) assets and deferred outflows of resources, and (b) liabilities and deferred inflows of resources is reported as net position. Over time, increases and decreases in net position may serve as a useful indicator about whether the Authority's financial condition is improving or deteriorating.

The *Statement of Revenues, Expenses, and Changes in Net Position* presents the results of operations and information showing the changes in net position. This statement can, among other things, be a useful indicator of how the Authority recovered its costs through rates and charges. All changes in net position are reported when the underlying events occurred, regardless of the timing of the related cash flows. Thus, revenues and expenses are recorded and reported in this statement for some items that will result in cash flows in future periods.

The *Statement of Cash Flows* relates to the inflows and outflows of cash and cash equivalents resulting from operating, noncapital financing, capital, and related financing, and investing activities. Consequently, only transactions that affect the cash and cash equivalent accounts are recorded in this statement. A reconciliation is provided at the bottom of the Statement of Cash Flows to assist in the understanding of the difference between cash flows from operating activities.

The *Notes to the Financial Statements* present information that is not displayed in the basic financial statements. Such information is essential to a full understanding of the financial activities.

In addition to the basic financial statements and accompanying notes, this report also presents the *Required Supplementary Information – Schedule of the Authority's Proportionate Share of the Net Pension Liability, Schedule of the Authority's Pension Contributions, Supplemental Schedule of the Authority's Proportionate Share of the Net OPEB Liability, Schedule of the Authority's OPEB Contributions, and Supplemental Schedule of Revenues and Expenses – Budget vs. Actual – Budget Basis.*

Net Position Summary

A condensed summary of the Authority's net position as of December 31 is presented below.

	(In thousands) 2024	2023	% Change 2024
ASSETS			
Current Assets - Unrestricted	$ 164,440	$ 177,877	-7.6
Capital Assets	1,043,799	841,838	24.0
SBITA Capital Asset	6,185	6,882	-10.1
Other Non-Current Assets - Unrestricted	241,150	201,134	19.9
Other Non-Current Assets - Restricted	96,859	77,355	25.2
Total Assets	**1,552,433**	**1,305,086**	**19.0**
DEFERRED OUTFLOWS OF RESOURCES			
Pensions, OPEB and ARO	19,289	28,669	-32.7
Total Deferred Outflows of Resources	**19,289**	**28,669**	**-32.7**
LIABILITIES			
Current Liabilities - Unrestricted	271,555	34,781	680.8
Current Liabilities - Restricted Due Within 1 Year	11,544	45,426	-74.6
Long-Term Liabilities - Unrestricted Due in More than 1 Year	68,713	79,072	-13.1
Long-Term Liabilities - Restricted Due in More than 1 Year	83,635	85,900	-2.6
Total Liabilities	**435,447**	**245,179**	**77.6**
DEFERRED INFLOWS OF RESOURCES			
Bond Refunding, Pensions, and OPEB	81,342	91,331	(10.9)
Total Deferred Inflows of Resources	**81,342**	**91,331**	**(10.9)**
NET POSITION			
Net Investment In Capital Assets	725,827	696,862	4.2
Net Position - Unrestricted	235,220	225,447	35.4
Net Position - Restricted	93,886	74,936	5.9
Total Net Position	**$ 1,054,933**	**$ 997,245**	**5.8**

Net Position Highlights – 2024 Compared to 2023

The Authority's overall financial position improved during 2024 as evidenced by our continued growth in total net position and the reduction of outstanding debt as well as our continued strong liquidity position.

The Authority's total assets and deferred outflows of resources exceeded total liabilities and deferred inflows by $1,054,933 a $57,687 increase over December 31, 2023. The largest portion of the Authority's net position each year ($725,827 or 68.8% of total net position as of December 31, 2024) represents its investment in capital assets, less the related debt outstanding used to acquire those capital assets. The Authority uses these capital assets to provide services to its aviation partners, passengers, and visitors to the airports; consequently, these assets are not available for future spending. Although the Authority's investment in its capital assets is reported net of related debt, it is noted that the resources required to repay this debt must be provided annually from operations, since the capital assets themselves cannot be used to liquidate liabilities.

An additional portion of the Authority's net position ($235,220 or 22.3% as of December 31, 2024) represents the unrestricted net position that may be used to meet any of the Authority's ongoing obligations. The Authority anticipates these funds will be needed to pay future capital expenditures and to maintain adequate levels of working capital.

The remaining restricted net position of $93,886 is restricted for the funding of bond reserves and capital projects. These resources are not available for new spending because they have already been committed to fund bond reserves and capital projects.

Summary of Revenues, Expenses, and Changes in Net Position

The following is a condensed summary of changes in net position for the years ended December 31:

	(In thousands) 2024	2023	% Change 2024
Operating Revenues	$ 149,055	$ 141,420	5.4
Operating Expenses	(100,746)	(95,397)	5.6
Operating Income before Depreciation	48,309	46,023	5.0
Depreciation	(53,376)	(52,630)	1.4
Operating (Loss) Income	(5,067)	(6,607)	-23.3
Investment Income	8,776	7,236	21.3
Interest Income - RCFC	981	684	43.4
Interest Income - PFC's	834	601	38.8
Interest Income - Leases	4,709	6,883	-31.6
Passenger Facility Charges	17,016	16,181	5.2
Rental Car Facility Charges	9,956	9,079	9.7
CARES Act	-	22,006	-100.0
Interest Expense	(5,332)	(5,375)	-0.8
Interest Expense - CFC Backed Revenue Bond	(3,492)	(449)	677.7
Interest Expense - SBITA	(1,792)	(1,689)	6.1
(Loss) Gain on Securities	2,153	5,986	-64.0
Amortization of Deferred Charges	-	58	-100.0
Gain (Loss) on Disposal of Assets	4,760	7,235	-34.2
Other Non-Operating Revenue	624	240	160.0
Income before Capital Contributions	**34,126**	**62,069**	**-45.0**
Capital Contributions	23,562	8,364	181.7
Increase in Net Position	**57,688**	**70,433**	**-18.1**
Net Position - Beginning of Year	997,245	926,812	7.6
Net Position - End of Year	**$ 1,054,933**	**$ 997,245**	**5.8**

Summary of Operating Revenue

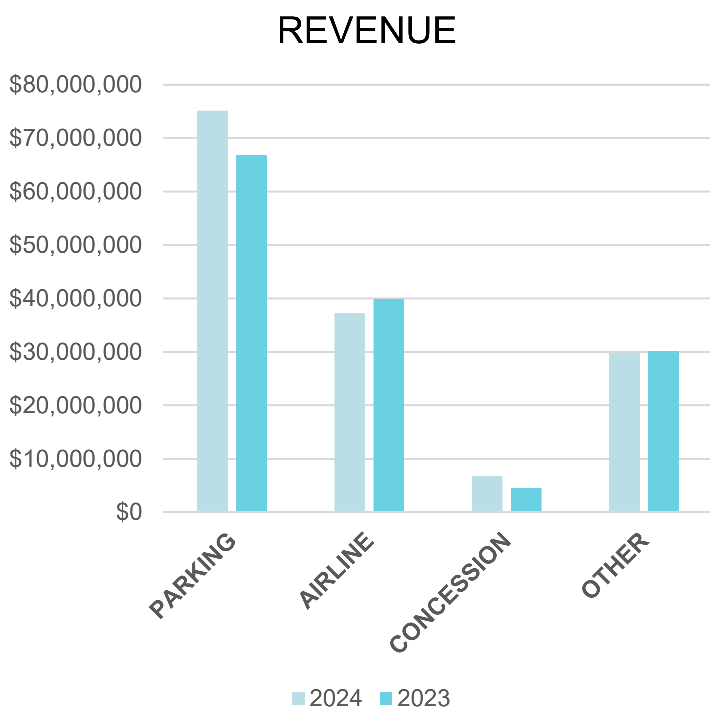
Operating revenues at the Authority totaled $149,055, an increase of $7,635 or 5.4%, for the year ended December 31, 2024, as compared to the same period in 2023. Passenger airline revenues totaled $37,266, a decrease of $2,677, or 6.7%, primarily due to the supplemental airline credit. Non-airline revenues totaled $111,789, which is an increase of $10,313, or 10.4%, primarily due to a 6.7% increase in overall passengers. Non-airline revenues represented 75.0% for the year ended December 31, 2024.

Operating Revenue Highlights

The following is a summary of operating revenues for the years ended December 31:

	(In thousands) 2024	2023	% Change 2024
Parking Revenue	$ 75,135	$ 66,838	12.4
Airline Revenue	37,266	39,944	-6.7
Concession Revenue	6,877	4,498	52.9
Cargo Operations Revenue	2,041	3,085	-33.8
Hotel Operations Revenue	9,412	9,280	1.4
General Aviation Revenue	13,700	13,977	-2.0
Other Revenue	4,624	3,798	21.7
Total Operating Revenues	**$ 149,055**	**$ 141,420**	**5.4**

The following chart illustrates the sources of operating revenues for the years ended December 31:



Operating Revenue Highlights – 2024 Compared to 2023

Total airline and cargo revenues were $39,307, a decrease of $3,722, or 8.6%, for the year ended December 31, 2024, as compared to the same period in 2023.

Terminal Fees

Terminal fee revenue increased by $88, or 0.6%, primarily due to an increase in the terminal operating costs. There was no significant change in the airline leased space.

Landing Fees

Landing fee revenue decreased by $3,414, or 20.3%, due to the supplemental airline credit issued for 7.2% year over year enplanement growth.

Total non-airline revenues were $109,748, an increase of $11,357, or 11.5%, for the year ended December 31, 2024, as compared to the year ended December 31, 2023. The increase was primarily due to a 6.7% increase in total passengers.

Parking & Ground Transportation

Parking and ground transportation revenue includes revenues generated from public use of the Authority garage and parking lot options as well as car rental and transportation network companies (e.g. Uber, taxi). Parking revenues attributed to most of the increase in non-airline revenues by $8,297, or 12.4%, primarily due to an increase in passenger traffic.

Ground transportation revenues generated from car rentals and transportation network companies increased by $1,587, or 10.1%, primarily due to a 6.7% increase in total passengers compared to the same period in 2023.

Concessions

Concession revenues are derived from retail, food and beverage, advertising and vending machines. Concession revenue increased $2,379 compared to December 31, 2023. The increase in concession revenue is driven by the 6.7% increase in total passenger traffic.

Retail and food and beverage revenues increased by $1,073 or 21.2%, compared to December 31, 2023, primarily due to an increase in passenger traffic.

Air Freight

Air freight revenues are rates charged to air carriers for cargo operations at CMH and LCK based on their landed weights. Air freight revenues decreased $1,044, or 33.8%, primarily due to lower aircraft landed weights and lower cargo volumes compared to 2023.

Hotel

Hotel revenues include revenues generated from Authority-owned Fairfield Inn® and Residence Inn® hotels at CMH as well as revenues from hotels under revenue agreements with the Authority. Hotel revenues increased by $132, or 1.4%, primarily due to an increase in average hotel guest room occupancies to 70.8% from 66.9% in 2024 and 2023, respectively.

General Aviation

General aviation revenues decreased $277, or 2.0%, compared to December 31, 2023, as a result of decreased general aviation operations.

Summary of Operating Expenses

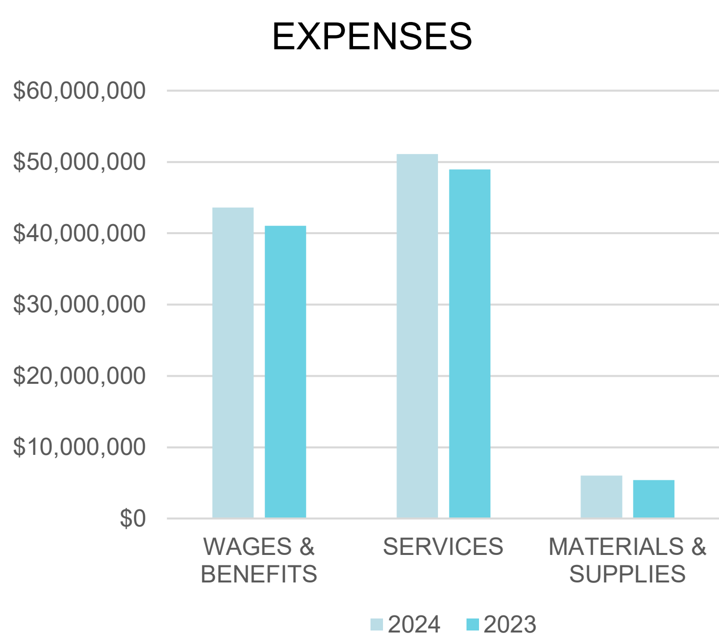
Operating expenses, exclusive of depreciation and amortization, totaled $100,746 for the year ended December 31, 2024, representing an increase of $5,348, or 5.6%, as compared to the year ended December 31, 2023. The increase compared to the prior year was primarily driven by a $2,555 or 6.2% increase in personnel costs primarily due to an increase in pension and OPEB expenses.

Operating Expense Highlights

The following is a summary of operating expenses by source for the years ended December 31:

	(In thousands) 2024	2023	% Change 2024
Wages and Benefits	$ 43,597	$ 41,042	6.2
Services	49,391	48,816	1.2
Materials and Supplies	6,043	5,419	11.5
Other Expenses	1,715	121	1317.4
Total Operating Expenses	**$ 100,746**	**$ 95,398**	**5.6**

The following chart illustrates the sources of operating expenses for the years ended December 31:



Operating Expense Highlights – 2024 Compared to 2023

Total operating expenses before depreciation and amortization at the Authority were $100,746, an increase of $5,348, or 5.6%, for the year ended December 31, 2024, as compared to the same period in 2023.

Wages and Benefits

Employee wages and benefits increased by $2,555, or 6.2% increase in personnel costs primarily due to an increase in pension and OPEB expenses.

Services

Services increased $575, or 1.2% due to the increase in operations.

Materials and Supplies

Materials and supplies increased $624, or 11.5% due to an increase in repair and maintenance costs.

Capital Assets

The Authority's capital assets as of December 31, 2024, totaled $1,043,799 (net of accumulated depreciation). This investment of capital assets includes land, buildings, building improvements, runways, taxiways, roads, construction in progress, furniture, machinery, vehicles, and equipment. The total increase in the Authority's investment in capital assets before accumulated depreciation for 2024 was 14.4% or $251,321.

Major capital projects in progress and expenditures incurred during 2024 included the following:

New Midfield Terminal	$	86,342
Red Lot South Addition		8,865
Taxiway C Relocation Phase 2		3,939
Replace Street Lights Rickenbacker Parkway		2,195
LCK FBO Ramp Equipment		1,203

Additional information regarding the Authority's capital assets can be found in Notes 2 and 6 of the financial statements.

Long-Term Debt

As of December 31, 2024 and 2023, The Authority's outstanding long-term debt totaled $101,970 and $107,095, respectively. In 2024, the Authority made payments for scheduled maturities totaling $5,125. The Authority maintains credit ratings of A3 stable and A- stable, and A+ stable with Moody's, Fitch, and Kroll, respectively.

Airport Refunding Revenue Bonds, Series 2015 (AMT)

On March 31, 2015, the Authority issued Airport Refunding Revenue Bonds, Series 2015 (AMT) in the principal amount of $40,000. The bond proceeds were used to partially refund the Authority's outstanding Credit Facility Bonds, Series 2012B. The bonds are due at maturity in monthly principal and interest installments of $281 through January 2030. Bond principal and interest are paid from the general revenues of the Authority. The balance outstanding as of December 31, 2024, is $16,070.

Customer Facility Charge Revenue Bonds, Series 2019

On May 2, 2019, the Authority issued $94,325 of Customer Facility Charge Revenue Bonds, Series 2019. The Series 2019 Bonds were issued for the costs of design, development, and construction of consolidated rental motor vehicle facility project at CMH and to fund the Debt Service Reserve and the Debt Service Coverage Fund Requirements for the Series 2019 Bonds and to pay certain costs of issuance relating to the Series 2019 bonds. The Bonds are special limited obligations, payable solely from and secured by the receipts from collection of the Customer Facility Charges (Rental Cars) imposed by the Authority on rental motor vehicle customers who use or benefit from rental car facilities. The bonds are due at maturity in bi-annual principal and interest installments of $2,846 beginning in 2021 through 2048. The outstanding balance as of December 31, 2024, is $85,900.

Additional information regarding the Authority's bonded debt can be found in Note 9 of the accompanying notes to the financial statements.

Passenger Facility Charges

In October 1992, the Authority received approval from the Federal Aviation Administration (FAA) to impose a Passenger Facility Charge (PFC) of $3.00 per enplaned passenger. In January 2002, the FAA approved the Authority's request to increase the PFC level to $4.50 on certain eligible projects. The newest application, which was approved on December 17, 2024, adds an additional $36,462 to the collectible amount and will extend the collection date to February 1, 2027. Through December 31, 2024, the Authority has collected PFC's, including interest earnings thereon, totaling $417,413.

Airline Rates and Charges

John Glenn Columbus International Airport

The Authority and certain airlines negotiated an Airline Use and Lease Agreement (Airline Agreement) effective from January 1, 2020, through December 31, 2024, which in part establishes how the airlines that sign the Airline Agreement (Signatory Airlines) will be assessed annual rates and charges for their use of CMH. Landing fees and terminal rental rates for non-signatory airlines are assessed at 150 percent of the signatory rates.

The rates and charges, net of credits billed to the signatory airlines at CMH for the years ended December 31 were:

	2024	2023	% Change 2024
Landing Fees - Net of General Airline Credit (per 1,000 lbs.)	$ 3.45	$ 3.74	-7.8
Terminal Rental Rate (Average Cost per Sq. Ft.)	71.74	74.85	-4.2
Apron Fee (Sq. Ft.)	1.17	1.52	-23.0
Apron Fee - Landed Weight Component (per 1,000 lbs.)	0.23	0.31	-25.8

These rates are subject to a final fiscal year-end reconciliation, based on actual costs, passenger volumes, landing weights and other activity. Differences between the estimated billed rates and actual costs incurred are adjusted in the year realized. The airlines are billed or credited for the difference as either an increase or decrease in billable signatory airline rates two years after the differences were realized.

Rickenbacker International Airport

The Authority charges signatory airlines a negotiated landing fee. Landing fees for non-signatory airlines are assessed at 150 percent of the signatory rate.

The landing fees billed to the signatory airlines at LCK for the years ended December 31 were:

	2024	2023	% Change 2024
Landing Fees - (per 1,000 lbs.)	$ 4.71	$ 4.10	14.9

Passenger and Other Traffic Activity Highlights

2024 Passenger Traffic

Total passenger traffic at CMH and LCK increased by 6.7% in 2024 as compared to 2023. Southwest Airlines carried the largest number of passengers at 2,897 in 2024 with a 6.5% increase in passenger traffic over 2023. American Airlines ranked second with 2,033 passengers in 2024 posting a 3.3% increase in passenger traffic over 2023. Delta Airlines ranked third with 1,631 passengers in 2024 posting a 9.5% increase in passenger traffic over 2023. United Airlines had 1,238 passengers and Spirit Airlines 757 passengers in 2024 to complete the top five air carriers operating at the Authority.

The increase in total passenger traffic at CMH and LCK was the normalization and return of the leisure traveler in 2024.

2023 Passenger Traffic

Total passenger traffic at CMH and LCK increased by 11.9% in 2023 as compared to 2022. Southwest Airlines carried the largest number of passengers at 2,721 in 2023 with an 8.0% increase in passenger traffic over 2022. American Airlines ranked second with 1,967 passengers in 2023 posting an 8.9% increase in passenger traffic over 2022. Delta Airlines ranked third with 1,490 passengers in 2023 posting an 11.6% increase in passenger traffic over 2022. United Airlines had 1,220 passengers and Spirit Airlines 565 passengers in 2023 to complete the top five air carriers operating at the Authority.

The increase in total passenger traffic at CMH and LCK was the normalization and return of the leisure traveler in 2023.

The following tables present a summary of passenger and other traffic activity at CMH and LCK for the years ended December 31:

John Glenn Columbus International Airport

	Year Ended December 31,		% Change
	2024	2023	2024
Total Passenger Volume	8,965,614	8,375,611	7.0
Enplanements	4,474,715	4,175,110	7.2
Landed Weight *(1,000 lbs.)*	5,131,585	4,962,034	3.4
Air Cargo *(in 1,000 lbs)*			
Cargo[1]	244	466	(47.6)
Freight[2] and Mail *(in lbs)*	8,221	9,515	(13.6)

[1] Freight carried by cargo carriers

[2] Freight carried in the belly of an passenger air carrier

Rickenbacker International Airport

	Year Ended December 31,		% Change
	2024	2023	2024
Total Passenger Volume	284,777	297,159	(4.2)
Enplanements	141,867	149,957	(5.4)
Landed Weight *(1,000 lbs.)*	424,678	676,639	(37.2)
Air Cargo	90,094	128,561	(29.9)
Freight and Mail *(in lbs)*			

[1] Freight carried by cargo carriers

Passenger Traffic

The following presents the comparative total passenger volumes for the top airlines for the years ended December 31.

	Volume		Percent Market Share	
	2024	2023	2024	2023
Southwest Airlines	2,897	2,721	31.5%	31.7%
American Airlines	2,033	1,967	22.7%	22.8%
Delta Airlines	1,631	1,490	17.2%	17.8%
United Airlines	1,238	1,220	14.1%	10.7%
Spirit Airlines	757	565	6.5%	8.6%
Allegiant Airlines	285	296	3.4%	4.8%
Alaska Airlines	142	139	1.6%	1.3%
Frontier Airlines	61	84	1.0%	1.2%
Breeze Aviation Group	99	84	1.0%	0.5%
Air Canada	46	49	0.6%	0.2%
Sun Country	20	-	0.0%	0.0%
Charter	36	36	0.4%	0.4%
Total Passengers	9,246	8,652	100.0%	100.0%

2024 Passenger Flight Operations

Departures and arrivals at CMH and LCK increased by 253 flights or 0.5% during 2024 when compared to 2023. The top three carriers in terms of landed weight were Southwest, American Airlines, and Delta. In total, these three airlines contributed 70.3% of the total revenue weight at CMH and LCK.

2024 Air Cargo

Freight and mail cargo at CMH and LCK decreased by 28.9% in 2024 as compared to 2023. Freight accounted for the majority of the decrease with LCK freight down by 38,467 tons compared to 2023.

Request for Information

This report is designed to provide a general overview of the Columbus Regional Airport Authority's finances. Questions concerning any of the information provided in this report or any request for additional information should be mailed to:

Columbus Regional Airport Authority
Investor Relations
4600 International Gateway, Columbus, Ohio 43219
InvestorRelations@ColumbusAirports.com

PAGE INTENTIONALLY LEFT BLANK

Financial Statements

2024 Annual Comprehensive Financial Report
Columbus Regional Airport Authority
December 31, 2024

FINANCIAL STATEMENTS

Statement of Net Position

As of December 31, 2024

		2024
ASSETS		
Current Assets - Unrestricted		
Cash & Cash Equivalents	$	83,565,527
Other Investments		31,787,322
Accounts Receivable - Trade & Capital Grants, Net		34,239,014
Leases		4,207,551
Accounts Receivable - Other		1,719,432
Interest Receivable		2,013,666
Deposits, Prepaid Items, & Other		6,907,680
Total Current Assets		**164,440,192**
Non-Current Assets - Unrestricted		
Other Investments		156,573,194
Leases		81,870,303
Accounts Receivable - Other		461,203
Land		95,474,424
Construction in Progress		300,266,828
Depreciable Capital Assets - Net of Accumulated Depreciation		648,057,501
SBITA Capital Asset		6,184,530
Total Non-Current Assets - Unrestricted		1,288,887,983
Non-Current Assets - Restricted		
Cash & Cash Equivalents		55,055,644
Other Investments		41,803,661
Net Pension Asset		685,824
Net OPEB Asset		1,559,373
Total Non-Current Assets - Restricted		99,104,502
Total Non-Current Assets		**1,387,992,485**
Total Assets		**1,552,432,677**
DEFERRED OUTFLOWS OF RESOURCES		
Asset Retirement Obligation		3,700,000
OPEB		940,959
Pensions:		
Ohio Public Employees Retirement System - Traditional Plan		13,932,389
Ohio Public Employees Retirement System - Combined Plan		386,951
Ohio Public Employees Retirement System - Member-Directed Plan		329,122
Total Pensions		14,648,462
Total Deferred Outflows of Resources	**$**	**19,289,421**

See accompanying notes to the financial statements

Statement of Net Position

As of December 31, 2024 (continued)

		2024
LIABILITIES		
Current Liabilities - Unrestricted		
Accounts Payable - Trade	$	27,443,764
Accrued Interest Payable		150,622
Accrued & Withheld Employee Benefits		6,425,673
Unearned Rent		116,660
Customer Deposits & Other		391,834
SBITA Liability - Current		1,398,621
Other Accrued Expenses		18,227,147
Revolving Bank Loan		217,401,080
Total Current Liabilities		**271,555,401**
Long-Term Liabilities		
Payable from Restricted Assets - Due Within 1 Year		
Retainages on Construction Contracts		6,275,779
Current Portion of Long-Term Debt (GARB)		3,003,414
Current Portion of Long-Term Debt (CFC)		2,265,000
Total Payable from Restricted Assets - Due Within 1 Year		11,544,193
Payable from Unrestricted Assets - Due in more than 1 Year		
Compensated Absences		1,780,071
Unearned Rent		1,639,999
Asset Retirement Obligation		3,718,420
SBITA Liability - Non-current		4,785,909
Net Pension Liability		43,721,808
Long-Term Debt General Airport Revenue Bonds, Less Current Portion, Net		13,066,246
Payable from Restricted Assets - Due in more than 1 Year		
Long-Term Debt CFC Revenue Bonds, Less Current Portion, Net		83,635,000
Total Payable from Unrestricted and Restricted Assets - Due in More Than 1 Year		152,347,453
Total Long-Term Liabilities		**163,891,646**
Total Liabilities		**435,447,047**
DEFERRED INFLOWS OF RESOURCES		
Deferred Inflows - Leases		80,354,340
OPEB:		492,311
Pensions:		
Ohio Public Employees Retirement System - Traditional Plan		299,783
Ohio Public Employees Retirement System - Combined Plan		184,793
Ohio Public Employees Retirement System - Member-Directed Plan		11,184
Total Pensions		495,760
Total Deferred Inflows of Resources		**81,342,411**
NET POSITION		
Net Investment in Capital Assets		725,826,634
Restricted:		
Passenger Facility Charges		38,001,935
Customer Facility Charges (Rental Cars)		24,563,992
Bond Reserves		27,280,255
Asset Forfeiture Program		1,794,606
Net Pension Asset		685,824
Net OPEB Asset		1,559,373
Total Restricted Net Position		93,885,985
Unrestricted Net Position		235,220,021
TOTAL NET POSITION	**$**	**1,054,932,640**

See accompanying notes to the financial statements

Statement of Revenues, Expenses, and Changes in Net Position

For the Year Ended December 31, 2024

		2024
OPERATING REVENUES		
Aeronautical Revenue		
Passenger Airline Revenue	$	37,266,180
Cargo Airline Revenue		2,040,624
Other Aeronautical Revenue		13,700,094
Total Aeronautical Revenue		53,006,898
Non-Aeronautical Revenue		
Parking Revenue		57,834,477
Ground Transportation Revenue		17,300,758
Concession Revenue		6,877,235
Hotel Revenue		9,412,031
Other Non-Aeronautical Revenue		4,623,754
Total Non-Aeronautical Revenue		96,048,255
Total Operating Revenues		**149,055,153**
OPERATING EXPENSES		
Employee Wages & Benefits		43,597,235
Materials & Supplies		6,043,198
Purchase of Services		49,391,082
Other Expenses		1,714,978
Total Operating Expenses		**100,746,493**
Operating Income Before Depreciation		48,308,660
Less: Depreciation		53,376,242
Operating Loss		**(5,067,582)**
NON-OPERATING REVENUES (EXPENSES)		
Investment Income		8,776,194
Interest Income - CFC		980,825
Interest Income - PFC		833,994
Lease Interest Income		4,708,684
SBITA Interest Expense		(1,791,799)
Passenger Facility Charges		17,016,030
Rental Car Facility Charges		9,955,516
GARB Interest Expense		(5,331,513)
CFC Backed Revenue Bond Interest Expense		(3,492,369)
Gain on Securities		2,153,415
Gain on Disposal of Assets		4,759,538
Other Non-Operating Revenues		624,672
Total Non-Operating Revenues		**39,193,187**
Income Before Capital Contributions		**34,125,605**
Capital Contributions		23,562,401
Increase in Net Position		**57,688,006**
Total Net Position - Beginning of Year		997,244,634
Total Net Position - End of Year	**$**	**1,054,932,640**

See accompanying notes to the financial statements

PAGE INTENTIONALLY LEFT BLANK

Statement of Cash Flows

For the Year Ended December 31, 2024

		2024
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash Received from Customers	$	143,901,616
Cash Paid to Employees		(43,358,576)
Cash Paid to Suppliers		(34,940,322)
Other Payments		(1,714,978)
Net Cash Provided by Operating Activities		**63,887,740**
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
Proceeds from Federal, State, & Local Funded Operating Grants		624,672
Net Cash Provided by Noncapital Financing Activities		**624,672**
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Purchases of Property, Plant, & Equipment		(252,024,662)
Contributed Capital, Passenger Facility Charges, & Rental Car Facility Charges		43,392,542
Proceeds from Revolving Bank Loan		217,401,080
Payments on Revolving Bank Loan		(37,500,001)
Lease Interest		4,708,684
Interest Paid on Bonds, Notes and Loan		(8,865,292)
SBITA Interest		(1,791,799)
Lease Payments Received		8,383,988
Decrease in Lease Deferred Inflows		(9,847,374)
Principal Payments on Bonds, Notes, & Loan		(5,124,920)
Proceeds from the Sale of Capital Assets		4,833,028
Net Cash Used in Capital and Related Financing Activities		**(36,434,726)**
CASH FLOWS FROM INVESTING ACTIVITIES		
Purchase of Investments		(92,115,090)
Proceeds from the Sale of Investments		47,566,937
Income Received on Cash and Investments		12,383,477
Net Cash (Used) Provided in Investing Activities		**(32,164,676)**
Net (Decrease) Increase in Cash & Cash Equivalents		**(4,086,991)**
Cash & Cash Equivalents - Beginning of Year		142,708,161
Cash & Cash Equivalents - End of Year	**$**	**138,621,170**

Statement of Cash Flows

For the Year Ended December 31, 2024 (continued)

RECONCILIATION OF OPERATING LOSS TO NET CASH PROVIDED BY OPERATING ACTIVITIES		
Operating Income (Loss)	$	(5,067,582)
Adjustments to Reconcile Operating Loss to Net Cash Provided by Operating Activities:		
Depreciation		53,376,242
Pension Expense Not Affecting Cash		818,551
OPEB Expense Not Affecting Cash		(521,282)
(Increase) Decrease in Assets:		
Accounts Receivable - Trade		(3,640,075)
Accounts Receivable - Other		(1,513,462)
Deposits, Prepaid Items, and Other		894,305
Increase (Decrease) in Liabilities:		
Accounts Payable		14,530,492
Accrued Liabilities		5,107,487
Customer Deposits		(96,936)
Net Cash Provided by Operating Activities	**$**	**63,887,740**
SUPPLEMENTAL INFORMATION		
Noncash Related Activities:		
Change in Fair Value of Investments	$	2,153,415

See accompanying notes to the financial statements

NOTES TO THE FINANCIAL STATEMENTS

Columbus Regional Airport Authority
December 31, 2024

Note 1 | Organization and Reporting Entity

Organization

Columbus Regional Airport Authority (the Authority) is an independent, special purpose political subdivision of the State of Ohio. As a political subdivision, the Authority is distinct from, and is not, an agency of the State of Ohio or any other local governmental unit. On December 12, 2002, the Columbus Municipal Airport Authority (CMAA), the City of Columbus, Ohio (the City) and the County of Franklin, Ohio (the County) entered into the Port Authority Consolidation and Joinder Agreement (Agreement) with an effective date of January 1, 2003, which created a single regional authority to oversee the airports formerly managed by the CMAA and the Rickenbacker Port Authority (RPA). Under the Agreement the RPA was dissolved and the CMAA, the surviving entity, was renamed the Columbus Regional Airport Authority. The Agreement provided for the ultimate transfer of all the RPA's rights, title, and interests in all the assets and liabilities to the Authority. The assets were recorded on the Authority's records at net book value. The newly created Authority merged the operations of the RPA and the CMAA. The Authority administers an airport system comprised of John Glenn Columbus International (CMH), Rickenbacker International (LCK) and a reliever airport, Bolton Field (TZR).

The governing board for the Authority is jointly appointed by the City and the County. Four members are appointed by the Mayor of Columbus with the advice and consent of the City Council, four members are appointed by the County Commissioners and one member is jointly appointed. The members first appointed serve staggered terms. Thereafter, each successor serves for a term of four years, except that any person appointed to fill a vacancy is to be appointed to serve only the unexpired term. Members of the Board are eligible for reappointment. The Board controls the employment of the President & Chief Executive Officer of the Authority who is responsible for staffing the respective departments and overseeing the day-to-day operations.

The CMAA was created on July 30, 1990, pursuant to the provisions of Chapter 4582, Ohio Revised Code (ORC), as a body corporate and politic. On November 10, 1991, the transfer date, the CMAA began operations under a use agreement with the City for the purpose of providing airport facilities to the general public. On this date, the City transferred the use of all assets and liabilities of the airport enterprise fund to the CMAA. This transfer was recorded at the net book value. In 2007, the Authority paid the remaining balance of the City bonds, which resulted in the termination of the use agreement and title to the airport property was transferred to the Authority.

The RPA was formed under ORC Chapter 4582 in 1979 by the County for the purpose of serving as a local reuse agency, which included, in part, acquiring and owning land (including improvements thereon) situated in Franklin and Pickaway counties and consisting of a part of the former Rickenbacker Air Force Base. This property was deemed to be surplus by the United States Government and was transferred to the RPA at no cost, other than certain costs associated with the transfer. Title to the land is subject to certain covenants, conditions and restrictions and reverts to the United States of America at the US Government's option if any covenant is violated and not cured within 60 days. As of December 31, 2024, the Authority owns approximately 3,800 acres of land contiguous to certain airfield property owned by the US Government at LCK.

The Authority is not subject to federal, state, or local income taxes or sales tax.

Reporting Entity

The Authority's financial reporting entity has been defined in accordance with Governmental Accounting Standards Board (GASB) Statement No. 80 – Blending Requirements for Certain Component Units an amendment of GASB Statement No.61 – The Reporting Entity: Omnibus an amendment of GASB Statement No. 39 – Determining Whether Certain Organizations Are Component Units and GASB Statement No. 14 – The Reporting Entity. The financial statements include all departments and operations for which the Authority is financially accountable. Financial accountability exists if a primary government or component unit appoints a majority of an organization's governing board and is able to impose its will on that organization. Financial accountability also may be deemed to exist if there is a potential for the organization to provide financial benefits to, or impose financial burdens on, the primary government/component unit. On this basis, no governmental organizations other than the Authority itself are included in the financial reporting entity.

NOTE 2 | Summary of Significant Accounting Policies

Basis of Presentation

The accompanying financial statements are reported using the economic resources measurement focus and the accrual basis of accounting, whereby revenues and expenses are recognized in the period earned or incurred. All transactions are accounted for in a single enterprise fund.

Revenues from rent and turn fees, landing fees, parking, hotel, and other miscellaneous revenue are reported as operating revenues. Transactions, which are capital, financing or investing related, are reported as non-operating revenues. Passenger Facility Charges and Rental Car Facility Charges are reported as non-operating revenues. Expenses from employee wages and benefits, purchases of services, materials and supplies, hotel services and other miscellaneous expenses are reported as operating expenses. Interest and financing costs are reported as non-operating expenses.

Pursuant to GASB Statement No. 62 – Codification of Accounting and Financial Reporting Guidance Contained in Pre- November 30, 1989, FASB and AICPA Pronouncements, the Authority follows the GASB guidance as applicable to enterprise funds.

Use of Estimates

The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Budgetary Process

For budgetary purposes, the Authority recognizes gains or losses from investment securities at the time that the security has matured or is sold. This is different from the accrual basis, which recognizes such gains and losses at the time the fair market value of the security changes. All other revenues and expenses are reported consistent with the accrual basis. State statute does not require a specific budgetary basis of accounting under ORC Chapter 4582. The Authority has adopted this basis of accounting to comply with certain airline agreements currently in effect.

The budgetary process begins in June of each year. Each department manager estimates the expected costs to be incurred for the upcoming year. Revenues are estimated based on history, projected increases, and market trends within the aviation industry. The President & CEO is responsible to submit budgets for operating revenues and expenses and capital improvements to the Board for approval at least 30 days prior to the beginning of each fiscal year. The budget can be amended by the Board subsequent to its adoption.

Cash and Cash Equivalents

Cash and cash equivalents include cash on hand and highly liquid investments (including restricted assets) having an original maturity of three months or less when purchased. Cash equivalents consist primarily of institutional money market funds or other short-term investments.

Investments

The Authority follows Governmental Accounting Standards Board ("GASB") Statement No. 72 – Fair Value Measurement and Application. GASB Statement No. 72 provides guidance for determining a fair value measurement for reporting purposes and applying fair value to certain investments and disclosures related to all fair value measurements.

Capital Contributions

Certain expenditures for airport capital improvements are federally funded through the Airport Improvement Program of the Federal Aviation Administration (FAA) with certain matching funds provided by the State of Ohio and the Authority, or from other various state, county, or federal grant programs. Capital funding provided under government grants is considered earned as the related allowable expenditures are incurred.

Grants for the acquisition and construction of land, property and certain types of equipment are reported in the Statements of Revenues, Expenses and Changes in Net Position, under the classification of capital contributions. Contributed capital assets are valued at acquisition value.

Accounts Receivables and Allowance for Doubtful Accounts

Receivables are reported at their gross value when earned as the underlying exchange transaction occurs. Receivables are reduced by the estimated portion that is expected to be uncollectible. This estimate is made based on collection history, aviation industry trends and current information regarding the credit worthiness of the debtors. When continued collection activity results in receipts of amounts previously written off, revenue is recognized for the amount collected.

An estimated receivable amount has been recorded for services rendered but not yet billed as of December 31, 2024. The receivable was arrived at primarily by taking the subsequent collection of commissions and real estate taxes, which are received after year-end, and recording the portions earned through year end.

Deferred Outflows of Resources and Deferred Inflows of Resources

In addition to assets, the statements of financial position will sometimes report a separate section for deferred outflows of resources. Deferred outflows of resources represent a consumption of net assets that apply to future period and so will not be recognized as an outflow of resources (expenses) until then. The Authority recorded a deferred outflow of resources for OPEB and pensions, which are explained in Note 10 and 11 and a deferred outflow of resources for an Asset Retirement Obligation, which are explained in Note 20.

In addition to liabilities, the statements of net position will sometimes report a separate section for deferred inflows of resources. Deferred inflows of resources represent an acquisition of net assets that applies to a future period and will not be recognized as an inflow of resources (revenues) until that time. For the Authority these amounts consist of OPEB, pensions, and leases, which are explained in Note 10, 11, and 14.

Restricted Assets

Restricted assets consist of monies and other resources, which are restricted legally or by enabling legislation. These restrictions are described below:

Restricted for Passenger Facility Charges

These assets represent Passenger Facility Charge (PFC) collections based on an approved FAA application to impose such charges on enplaned passengers at CMH and are restricted for designated capital projects.

Restricted for Consolidated Rental Car Facility Charges

These assets represent Customer Facility Charges (Rental Cars) collections based on a board approved resolution to impose such charges on customers of the rental car concessionaires and are restricted for designated capital projects and retirement of Customer Facility Charge Revenue Bonds, Series 2019.

Restricted for Bond Reserves

These assets are restricted for the retirement of the Airport Revenue Bonds, Series 2015, and Customer Facility Charge Revenue Bonds, Series 2019.

Restricted for Net Pension Asset

The net Pension asset is considered a restricted asset that can only be used to provide pension benefits.

Restricted for Net OPEB Asset

The net OPEB asset is considered a restricted asset as it can only be used to provide OPEB benefits.

Restricted for the Asset Forfeiture and Equitable Sharing Program

These assets are restricted for certain law enforcement expenditures and cannot be expended on any other items.

Restricted Net Position

At December 31, 2024, $38,001,935 of the Authority's net position on the Statement of Net Position was restricted by enabling legislation for Passenger Facility Charges as defined by GASB Statement No. 46, "Net Assets Restricted by Enabling Legislation."

At December 31, 2024, $24,563,992 of the Authority's position on the Statement of Net Position was restricted by enabling legislation by means of the Authority's board designation for specific use to construct a consolidated rental car facility and enabling projects as defined by GASB Statement No. 46, "Net Assets Restricted by Enabling Legislation."

At December 31, 2024, $27,280,255 of the Authority's net position on the Statement of Net Position was restricted by enabling legislation by means of the Authority's bond indenture as defined by GASB Statement No. 46, "Net Assets Restricted by Enabling Legislation."

At December 31, 2024, $1,794,606 of the Authority's net position on the Statement of Net Position was restricted by enabling legislation for the Authority's Asset Forfeiture Program.

At December 31, 2024, $685,824 was restricted by enabling legislation for the Authority's Net Pension Asset and $1,559,373 was restricted for the Authority's Net OPEB Asset.

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

Capital Assets

The Authority's policy is to capitalize assets with a cost of $25,000 or more, and with a useful life of more than one year. Capital assets are recorded at cost. Routine maintenance and repairs are expensed as incurred.

Depreciation of property and equipment is provided over the useful life of the respective assets using the straight-line method. Land and Construction-in-Progress (CIP) assets are not depreciated. CIP is depreciated once the depreciable capital asset is in service. The following is a summary of the useful lives by asset type.

	Useful Life (Years)
Buildings and Building Improvements	5-40
Runways, Taxiways, and Other	20
Machinery and Equipment	5-10
Furniture and Fixtures	7

Capital assets are reviewed for impairment whenever events or circumstances indicate that the carrying amount of an asset may not be fully recoverable. An impairment loss would be recognized if the sum of the long-term undiscounted cash flows is less than the carrying amount of the capital asset being evaluated. Any write-downs are treated as permanent reductions in the carrying amount of the capital assets. No impairment of capital assets was recognized for the year ended December 31, 2024.

Compensated Absences

The Authority accrues vacation and sick pay benefits as earned by its employees in accordance with GASB Statement 101, Compensated Absences. The following is a summary of the changes in compensated absences during the year:

	Year Ended December 31, 2024	
Beginning Balance	$	4,962,140
Earned by Employee		3,434,828
Paid to Employee		(3,316,897)
Ending Balance	$	5,080,071
Current Portion	$	3,300,000
Non-Current	$	1,780,071

Risk Management

It is the policy of the Authority to eliminate, mitigate or transfer risk. Where possible, lease agreements contain insurance requirements and hold harmless clauses. Contractors are required to maintain appropriate amounts of insurance and bonding.

Property Insurance

In 2024 the Authority carried property insurance on airport property and equipment in the aggregate sum of approximately $500,000,000. In addition, in 2024 the Authority carried liability insurance coverage in the amount of $819,250,000.

Worker's Compensation

The Authority self-insures costs associated with workers' compensation up to certain limits. Insurance reserves are established for estimates of the loss that will ultimately be incurred on reported claims, as well as estimates of claims that have been incurred but not yet reported. Recorded balances are based on reserve levels determined by outside actuaries, who incorporate historical loss experience and judgments about the present and expected levels of cost per claim. There have been no significant changes in coverage or settlements more than insurance coverage during the past three years.

The following is a summary of the claims and payments on worker's compensation coverage:

	Years Ended December 31,		
	2024	**2023**	**2022**
Begining Balance	$ 51,648	$ 89,715	$ 21,162
Claims	90,020	148,382	183,342
Payments	(48,222)	(186,449)	(114,789)
Ending Balance	$ 93,446	$ 51,648	$ 89,715

Medical and Dental Insurance

The Authority began providing medical and dental coverage for its employees on a self-insurance basis up to a certain limit on May 1, 2016. Expenses for claims are recorded on an accrual basis based on the date claims are incurred and are shown on the Statements of Net Position under Other Accrued Expenses.

The following is a summary of the claims and payments on medical and dental coverage:

	Years Ended December 31,		
	2024	**2023**	**2022**
Begining Balance	$ 749,079	$ 599,417	$ 700,000
Claims	4,782,502	3,824,506	3,561,863
Payments	(4,755,210)	(3,674,844)	(3,662,446)
Ending Balance	$ 776,371	$ 749,079	$ 599,417

Claim liabilities are accrued based on estimates made by the Authority's third-party actuaries. These estimates are based on experience and current claims outstanding. Actual claims experience may differ from the estimates.

Pension Plans

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 the Ohio Public Employees Retirement System Pension Plan (OPERS) and additions to/deductions from OPERS' fiduciary net position have been determined on the same basis as they are reported by OPERS. OPERS uses the economic resources measurement focus and the full accrual basis of accounting. Contribution revenue is recorded as contributions are due, pursuant to legal requirements. Benefit payments (including refunds of employee contributions) are recognized as expense when due and payable in accordance with the benefit terms. Investments are reported at fair value.

OPERS reports investments at fair value (see Note 11).

Other Postemployment Benefits

For purposes of measuring the net other postemployment benefit (OPEB) liability in, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the OPERS pension plan and additions to/deductions from OPERS' fiduciary net position have been determined on the same basis as they are reported by OPERS. OPERS uses the economic resources measurement focus and the full accrual basis of accounting. For this purpose, OPERS recognizes benefit payments when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Revenue Recognition

Rental income is recorded from the majority of leases maintained by the Authority. Rental income is generally recognized as it is earned over the respective lease terms. Other types of revenue are recognized when earned, as the underlying exchange transaction occurs. Landing fees are based upon projections of operations and are recalculated annually.

Passenger Facility Charges

Passenger Facility Charges (PFCs), along with related interest income, are recognized and recorded in the year the PFC is levied and collected by the air carrier, net of an allowance for estimated ticket refunds.

PFC monies are legally restricted for capital projects and related expenditures and cannot be used for any other purpose. The PFC monies will be used to assist in funding the Authority's capital improvement program involving terminal, runway, taxiway and apron improvements, the funding of debt service associated with these projects, and various other projects.

Customer Facility Charges (Rental Cars)

The Authority collects a Customer Facility Charge (CFC) from all rental car concessionaires that operate facilities on the airport. Under an adopting resolution, CFC's may be pledged or dedicated for the benefit of the rental car concessionaires. The Authority has identified a need for a consolidated rental car facility, and the CFC monies will be used to assist in funding the construction of a garage.

Standards Effective in Future Years

Standard	Description	Effective Date	Effect on the financial statements or other significant matters
GASB Statement No. 102, Certain Risk Disclosures	This statement requires a government to assess whether a concentration or constraint makes the Authority vulnerable to the risk of a substantial impact. In addition, this statement requires a government to assess whether an event or events associated with a concentration or constraint that could cause the substantial impact have occurred, have begun to occur, or are more likely than not to begin to occur within twelve months of the date the financial statements are issued.	Effective for the Authority's financial statements for the year ending December 31, 2025.	The Authority is assessing what effect the adoption of this statement may have on the financial statements.
GASB Statement 103, Financial Reporting Model Improvements	This statement continues the requirement that the basic financial statements be preceded by management's discussion and analysis (MD&A) and also calls for detailed analyses that explain why balances and results of operations changed. The statement also requires detailed explanations of variances between final budget and actual amounts in the Required Supplemental Information.	Effective for the Authority's financial statements for the year ending December 31, 2026.	The Authority is assessing what effect the adoption of this statement may have on the financial statements.
GASB Statement 104, Disclosure of Certain Capital Assets	This statement requires certain types of capital assets to be disclosed separately in the capital assets note disclosures.	Effective for the Authority's financial statements for the year ending December 31, 2026.	The Authority is assessing what effect the adoption of this statement may have on the financial statements

NOTE 3 | Cash and Cash Equivalents

The Authority follows the provisions of GASB Statement No. 31 – *Accounting and Financial Reporting for Certain Investments and for External Investment Pools*, and GASB Statement No. 79 – *Certain External Investment Pools and Pool Participants.* The Authority records all investments at their fair value.

The investment and deposit of Authority monies is governed by the provisions of the ORC. In accordance with these statutes, only financial institutions located in Ohio are eligible to hold public deposits. The statutes also permit the Authority to invest its monies in certificates of deposit, savings accounts, money market accounts, the State Treasury Asset Reserve of Ohio (STAR Ohio) investment pool and obligations of the United States government or certain agencies thereof. The Authority may also enter into repurchase agreements with any eligible depository for a period not exceeding 30 days. The Authority has an investment policy consistent with Ohio Senate Bill 81.

STAR Ohio is an investment pool managed by the State Treasurer's Office, which allows governments within the State to pool their funds for investment purposes. STAR Ohio is not registered with the Securities Exchange Commission as an investment company but has adopted GASB Statement No. 79 - Accounting and Financial Reporting for Certain External Investment Pools and Pool Participants. Investments in STAR Ohio are valued at STAR Ohio's share price, which is the price the investment could be sold for on December 31, 2024. STAR Ohio maintains a stable net asset value per share by using the amortized cost method of portfolio valuation. STAR Ohio has established procedures to stabilize the net asset value per share, as computed for the purpose of purchase and redemption, at a single value of $1.00. For the year ended December 31, 2024, there were no limitations or restrictions on any participant withdrawals due to redemption notice periods, liquidity fees, or redemption gates.

Public depositories must give security for all public funds on deposit. In 2017, the Treasurer of State created the Ohio Pooled Collateral Program (OPCP) under ORC 135.182 which requires institutions designated as a public depository to pledge to the Treasurer of State a single pool of eligible securities for the benefit of all public depositors at the public depository to secure the repayment of all uninsured public deposits at the public depository. The market value of the pledged securities is to be at least equal 50% of total amount of the uninsured public deposits or an amount determined by the rules of the Treasurer of State for determining the aggregate market value of the pool of eligible securities pledged by a public depository. Repurchase agreements must be secured by the specific government securities upon which the repurchase agreements are based. These securities must be obligations of or guaranteed by the United States and mature or be redeemable within five years of the date of the related repurchase agreement. State law does not require security for public deposits and investments to be maintained in the Authority's name.

Deposits with Financial Institutions

As of December 31, 2024, the carrying amount of the Authority's deposits with financial institutions was $66,573,983 and the bank balance was $66,404,623. Based upon criteria described in GASB Statement No. 3 – Deposits with Financial Institutions, Investments (Including Repurchase Agreements) and Reverse Repurchase Agreements, $750,000 of the bank balance was covered by deposit insurance provided by the FDIC; and $65,654,623 was uncollateralized as defined by the GASB. These uncollateralized deposits were, however, covered by a pledged collateral pool in accordance with the ORC as discussed above.

Custodial credit risk for deposits is the risk that in the event of a bank failure, the Authority's deposits may not be returned, or the Authority will not be able to recover collateral securities in possession of an outside party. For depository accounts, the Authority has chosen to require deposits to be secured by collateral less the amount of the FDIC insurance based on the daily available bank balances which was 50% under the OPCP program for 2024 to limit its exposure to custodial credit risk.

Investments

The Authority follows GASB Statement No. 72 – Fair Value Measurement and Application, which requires the Authority to categorize its fair value measurements within the fair value hierarchy established by GAAP. 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 which includes using quoted prices of securities with similar characteristics or independent pricing services and pricing models; Level 3 inputs are significant unobservable inputs.

In instances where inputs used to measure fair value fall into different levels in the above fair value hierarchy, fair value measurements in their entirety are categorized based on the lowest level input that is significant to the valuation. The Authority's assessment of the significance of inputs to these fair value measurements requires judgment and considers factors specific to each asset.

As of December 31, 2024, the Authority has the following recurring fair value measurements valued using other observable inputs, including active markets (Level 2 Inputs):

The following is a summary of investments and maturities:

	Year Ended December 31, 2024		
Investment Type	**Market Value**	**Rating**	**Weighted**
Agency Bonds	$ 218,493,421	Aaa	915
Commercial Paper	1,108,946	P-1	21
Certificates of Deposit	4,110,780	-	591
Municipal Bonds	6,451,030	-	209
	$ 230,164,177		

The Authority's unrestricted and restricted cash and cash equivalents included $5,597,775 of money market funds, and $66,373,923 of STAR Ohio funds as of December 31, 2024. Standard & Poor's rating for the STAR Ohio fund is AAAm.

The Authority's investment strategy incorporates certain financial instruments, which involve, to varying degrees, elements of market risk and credit risk in excess of amounts recorded in the financial statements.

Interest Rate Risk

The market value of securities in the portfolio will increase or decrease based upon changes in the general level of interest rates. Investments with longer maturity dates are subject to greater degrees of increases or decreases in market value as interest rates change. The Authority's written investment policy addresses the effects of market value fluctuations. The Authority mitigates interest rate risk by maintaining adequate liquidity so that current obligations can be met without a sale of securities and by diversifying both maturities and assets in the portfolio.

Credit Risk

Credit risk is the risk of loss due to the failure of a security issuer to pay principal or interest, or the failure of the issuer to make timely payments of principal or interest. Eligible investments, pursuant to Section 135.14 ORC, affected by credit risk include certificates of deposit, commercial paper, bankers' acceptances and counterparties involved in repurchase agreements. The Authority's written investment policy does not consider U.S. Treasury obligations, obligations guaranteed by the U.S. Treasury and federal agency securities as having credit risk. Credit risk is minimized by diversifying assets by issuer; ensuring that required, minimum credit quality ratings as described by nationally recognized rating organizations and agencies exist prior to the purchase of commercial paper and bankers' acceptances; and maintaining adequate collateralization of certificates of deposits.

Custodial Credit Risk

The Authority's unrestricted and restricted investments as of December 31, 2024, were insured, registered, or were held by the Authority or its agent in the Authority's name. The Authority's investment policy is silent on custodial credit risk.

Concentration of Risk

A risk of concentration refers to an exposure with the potential to produce losses large enough to threaten the Authority's financial health or ability to maintain its core operations. Risk concentrations can arise through a combination of exposures across broad categories. The potential for loss reflects the size of position and the extent of any losses given a particular adverse circumstance. The Concentration of Risk category excludes U.S. Treasury issues, issues guaranteed by the U.S. Treasury, federal agency issues, eligible money market mutual funds and the Ohio Treasurer's investment pool, STAR Ohio. The Authority's written investment policy states that the portfolio shall contain less than 5 percent, based upon purchase cost, in any one issuer with credit risk as a percentage of the portfolio's book value at the time of purchase. Additionally, the Authority's written investment policy establishes maximum percentages allowed for callable and variable rate investments issued by federal agencies, commercial paper, bankers' acceptances, repurchase agreements and certificate of deposits.

NOTE 4 | Restricted Cash and Investments

Restricted cash and investments consisted of the following:

	Year Ended December 31, 2024	
Restricted for Customer Facility Charge	$	24,563,992
Restricted for Passenger Facility Charge		38,001,935
Restricted for Debt Service		27,280,255
Retainage on Construction Contracts		5,218,517
Asset Forfeiture		1,794,606
	$	96,859,305

NOTE 5 | Accounts Receivable, Net

Unrestricted accounts receivable consisted of the following:

	Year Ended December 31, 2024
Billed Accounts Receivables	$ 6,449,844
Unbilled Accounts Receivables	12,414,810
Grant Receivables	15,497,992
	$ 34,362,646
Less: Allowance for Doubtful Accounts	(123,632)
	$ 34,239,014

Unbilled accounts receivable represents revenues for which billings have not been presented to customers at year end. The Authority had bad debt expense recoveries of $232,877 for the year ended December 31, 2024.

NOTE 6 | Capital Assets, Net

The Authority's capital asset activities for the year ending December 31, 2024, consisted of:

	December 31, 2023	Additions	Retirements and Disposals	Transfers	December 31, 2024
Capital Assets Not Depreciated					
Land	$ 95,544,114	$ -	$ (69,690)	$ -	$ 95,474,424
Construction In Progress	54,939,961	247,482,043	-	(2,155,176)	300,266,828
Total	$ 150,484,075	$ 247,482,043	$ (69,690)	$ (2,155,176)	$ 395,741,252
Capital Assets Depreciated					
Buildings and Building Improvements	$ 654,679,207	$ 879,906	$ -	$ -	$ 655,559,113
Runways, Taxiways & Other	792,609,846	478,326	-	1,688,960	794,777,132
Machinery and Equipment	140,289,522	6,570,154	(4,019,732)	$ 466,216	143,306,160
Furniture	4,449,986	-	-	-	4,449,986
Total	$ 1,592,028,561	$ 7,928,386	$ (4,019,732)	$ 2,155,176	$ 1,598,092,391
Accumulated Depreciation					
Buildings and Building Improvements	$ 267,211,237	$ 15,107,573	$ -	$ -	$ 282,318,810
Runways, Taxiways & Other	534,259,715	27,082,443	-	-	561,342,158
Machinery and Equipment	96,026,785	10,915,741	(4,015,932)	-	102,926,594
Furniture	3,176,843	270,485	-	-	3,447,328
Total	$ 900,674,580	$ 53,376,242	$ (4,015,932)	$ -	$ 950,034,890
Capital Assets, net	$ 691,353,981	$ (45,447,856)	$ (3,800)	$ 2,155,176	$ 648,057,501
SBITA Capital Asset					
SBITA Capital Asset	$ 8,281,500	$ 801,548			$ 9,083,048
Accumulated Amortization	1,399,465	1,499,053			2,898,518
Total	$ 6,882,035	$ (697,505)	$ -	$ -	$ 6,184,530

Depreciation was $53,376,242 and SBITA amortization was $1,499,053 for the year ending December 31, 2024.

NOTE 7 | Revolving Bank Loan and Credit Facility

On February 7, 2024, The Authority entered into a Subordinated Obligations Trust Indenture and Credit Facility Agreement with Bank of America NA. The Authority is authorized via a revolving loan in the form of Credit Facility Bonds to borrow up to $300,000,000.

The borrowings in the form of three series credit facility bonds, Series 2024A Credit Facility Bonds (Tax-Exempt Non-AMT), Series 2024B Credit Facility Bonds (Tax-Exempt AMT), and Series 2024C (Federally Taxable), may be used to finance authorized capital and construction projects and to refund in full the 2021 Credit Facility Bonds. The maturity date of the agreement is August 7, 2025.

The outstanding principal on the 2024A and 2024B series bears interest at a variable rate equal to the sum of the Secured Overnight Financing Rate (SOFR) published by the Federal Reserve Bank of New York, multiplied by 0.80 plus an applicable margin between 37 and 92 basis points, depending on the Authority's Debt Service Coverage Ratio. The outstanding principal on the 2024C series bears interest at a variable rate equal to the sum of the SOFR multiplied by 1.00 plus an applicable margin between 49 and 119 basis points.

At December 31, 2024, the Authority had tax-exempt borrowings under Series 2024B amounting to $217,401,080.

The following is the revolving bank loan and credit facility activity during the year by credit facility bond series as of and for the year ended December 31, 2024:

	Beginning Balance	Borrowings	Repayments	Ending Balance	Current Portion
Series 2021A	$ 27,966,439	$ -	$ 27,966,439	$ -	$ -
Series 2021B	9,533,562	-	9,533,562	-	-
Series 2024B	-	217,401,080	-	217,401,080	217,401,080
Total	$ 37,500,001	$ 217,401,080	$ 37,500,001	$ 217,401,080	$ 217,401,080

NOTE 8 | Unearned Income

Unearned income activity for the year ended December 31, 2024, is summarized as follows:

	Beginning Balance	Additions	Reductions	Ending Balance	Current Portion
Unearned Rent, net of discount	$ 1,412,345	$ 170,675	$ 287,563	$ 1,295,457	$ 116,660
Advance Grants & Other	433,708	27,495	-	461,202	-
Total	**$ 1,846,053**	**$ 198,170**	**$ 287,563**	**$ 1,756,659**	**$ 116,660**

NOTE 9 | Long-Term Debt

Airport Revenue bonds

On March 31, 2015, the Authority issued $40,000,000 of Airport Refunding Revenue Bonds, Series 2015 (AMT). Series 2015 is a direct placement loan with Huntington National Bank. The bond proceeds were used to partially refund the Authority's outstanding Credit Facility Bonds, Series 2012B (See Note 7). The bonds are due at maturity or through mandatory sinking fund redemption requirements in monthly principal and interest installments of $281 beginning January 2016 through January 2030. The interest rate is fixed at 2.48%. Revenue bonds payable as of December 31, 2024, were $16,069,660. The revenue bonds are collateralized by revenues of the Authority established by the trust indenture.

The following is the activity during the year as of and for the year ended December 31, 2024:

	December 31, 2023	Borrowings	Repayments	December 31, 2024
Series 2015	18,999,580	-	2,929,920	16,069,660
Total	$ 18,999,580	$ -	$ 2,929,920	$ 16,069,660
Current Portion	2,929,920			3,003,414
Non-Current Portion	$ 16,069,660			$ 13,066,246

Net revenue of the John Glenn Columbus International Airport is pledged toward the repayment of the Airport Revenue Bonds. Net revenue consists of operating revenue, investment income, other non-operating revenues, gain (loss) on securities, and gain (loss) on disposal of assets reduced by operating expenses not including depreciation. For the year ending December 31, 2024, the net revenue was $57,911,623 compared to the net debt service (principal and interest) of $8,189,738.

Maturities and interest on bonds payable for the next five years and in subsequent five-year periods as of December 31, 2024, are as follows:

	Principal	Interest	Total
2025	$ 3,003,414	$ 358,334	$ 3,361,748
2026	3,078,751	282,842	3,361,593
2027	3,155,978	205,455	3,361,433
2028	3,235,142	126,127	3,361,269
2029	3,316,291	44,231	3,360,522
2030	280,084	579	280,663
Total	$ 16,069,660	$ 1,017,568	$ 17,087,228

Customer Facility Charge Revenue Bonds

On May 2, 2019, the Authority issued $94,325,000 of Customer Facility Charge Revenue Bonds, Series 2019 at interest rates ranging from 2.675% to 4.199% and paid semi-annually. The Series 2019 Bonds were issued for the costs of design, development, and construction of consolidated rental motor vehicle facility projects at John Glenn Columbus International Airport and to fund the Debt Service Reserve and the Debt Service Coverage Fund Requirements for the Series 2019 Bonds and to pay certain costs of issuance relating to the Series 2019 bonds.

The Bonds are special limited obligations, payable solely from and secured by the receipts from collection of the Customer Facility Charges (Rental Cars) imposed by the Authority on rental motor vehicle customers who use or benefit from rental car facilities. At December 31, 2024, the outstanding balance of the Series 2019 Bonds is $85,900,000. The Customer Facility Charge Revenue Bonds mature on December 15, 2048. The Series 2019 Bonds maturing on December 15, 2048, are subject to mandatory sinking fund redemption. The amount credited to the revenue bond debt service reserve accounts was in accordance with the applicable provisions of the official statement as of December 31, 2024.

The following is the activity during the year by bond series as of and for the year ended December 31, 2024.

	December 31, 2023	Borrowings	Repayments	December 31, 2024
Series 2019	$ 88,095,000	$ -	$ 2,195,000	$ 85,900,000
	$ 88,095,000	$ -	$ 2,195,000	$ 85,900,000
Current Portion	2,195,000			2,265,000
Non-Current Portion	$ 85,900,000			$ 83,635,000

Maturities and interest on bonds payable for the next five years and in subsequent five-year periods as of December 31, 2024, are as follows:

	Principal	Interest	Total
2025	$ 2,265,000	$ 3,426,665	$ 5,691,665
2026	2,335,000	3,354,389	5,689,389
2027	2,415,000	3,278,057	5,693,057
2028	2,495,000	3,196,696	5,691,696
2029	2,585,000	3,108,398	5,693,398
2030-2034	14,410,000	14,044,088	28,454,088
2035-2039	17,465,000	10,986,337	28,451,337
2040-2044	21,370,000	7,082,453	28,452,453
2045-2049	20,560,000	2,202,376	22,762,376
Total	$ 85,900,000	$ 50,679,459	$ 136,579,459

NOTE 10 | Other Post Retirement Benefits

Plan Description

OPERS administers the 115 Health Care Trust, a cost-sharing, multiple-employer defined benefit post-employment health care trust. OPERS health care program includes medical coverage, prescription drug coverage and deposits to a Health Reimbursement Arrangement to qualifying benefit recipients of both the Traditional Pension and the Combined plans. Currently, Medicare eligible retirees can select medical and prescription drug plans from a range of options and may elect optional vision and dental plans. Although participants in the Member-Directed Plan are not eligible for health care coverage offered to benefit recipients in the Traditional and Combined plans, a portion of employer contributions is allocated to a retiree medical account. Upon retirement or separation, participants may be reimbursed for qualified medical expenses from these accounts.

All benefits of the System, and any benefit increases, are established by the legislature pursuant to Ohio Revised Code Chapter 145. OPERS Board has elected to maintain funds to provide health care coverage to eligible Traditional Pension Plan and Combined Plan retirees and survivors of members. Health care coverage does not vest and is not required. As a result, coverage may be reduced or eliminated at the discretion of OPERS. To qualify for health care coverage, age-and- service retirees under the Traditional Pension and Combined plans must be at least age 60 with 20 or more years of qualifying Ohio service. Health care coverage for disability benefit recipients and qualified survivor benefit recipients is available.

OPERS issues a publicly available financial report that includes financial statements, required supplementary information, information about the OPEB plan's fiduciary net position, and the Plan Statement with OPEB plan details. The reports may be obtained by contacting:

Ohio Public Employees Retirement System
277 East Town Street
Columbus, Ohio 43215
(800) 222-7377
www.opers.org

Funding Policy

No employer contributions were allocated to health care in 2024 for the Traditional Pension Plan and Combined Plan. Employer contributions as a percent of covered payroll deposited for the Member-Directed Plan participants' health care accounts for 2024 was 4.0%. Based upon the portion of each employer's contribution to OPERS set aside for funding OPEB as described above, none of the Authority's contribution was allocated to OPEB for the 12 months ended December 31, 2024.

Net OPEB Liability

As of December 31, 2024, the Authority reported a net asset for its proportionate share of the net OPEB liability of OPERS. For December 31, 2024, the net OPEB liability was measured as of December 31, 2023 for the OPERS plan year. The total OPEB liability used to calculate the net OPEB liability was determined by actuarial valuations, rolled forward to the measurement date, by incorporating the expected value of health care cost accruals, the actual health care payments, and interest accruals during the year. The Authority's proportion of the net OPEB liability was based on a projection of its long-term share of contributions to the OPEB plan relative to the projected contributions of all participating units, actuarially determined.

The Authority reported the following information related to the proportionate share and OPEB expense as of December 31, 2024.

		2024	
Plan	Measurement Date	Net OPEB Asset	Proportionate Share
OPERS	December 31,2023	$ 1,559,373	0.1728%

The Authority recognized OPEB income of $521,282 for the year ended December 31, 2024. The Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	2024	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between Expected and Actual Experience	$ -	$ 221,945
Net Difference between Expected and Actual Investment Earnings	-	268,867
Changes in Assumptions	936,492	-
Change in Proportionate Share	4,467	1,499
Total	$ 940,959	$ 492,311

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

Years Ending December 31	(In thousands)
2025	$ (38,852)
2026	74,215
2027	729,507
2028	(316,220)
2029	-
Thereafter	-
Total	$ 448,650

Assumptions

Weighted-average assumptions used to determine benefit obligations as of December 31, were as follows:

Actuarial Valuation Method	2024
Actuarial Valuation Date	December 31, 2022
Rolled-Forward Measurement Date	December 31, 2023
Experience Study	5 Year Period Ended December 31, 2020
Actuarial Cost Method	Individual Entry Age
Actuarial Assumptions	
Single Discount Rate	5.70%
Investment Rate of Return	6.00%
Municipal Bond Rate	3.77%
Wage Inflation	2.75%
Projected Salary Increases	2.75% - 10.75%[1]
Health Care Cost Trend Rate	5.50% initial, 3.50% ultimate in 2038

[1] Includes wage inflation at 2.75%

Pre-retirement mortality rates are based on the 130% of the Pub-2010 General Employee Mortality tables (males and females) for State and Local Government divisions and 170% of the Pub-2010 Safety Employee Mortality tables (males and females) for the Public Safety and Law Enforcement divisions. Post-retirement mortality rates are based on 115% of the PubG-2010 Retiree Mortality Tables (males and females) for all divisions. Post-retirement mortality rates for disabled retirees are based on the PubNS-2010 Disables Retiree Mortality Tables (males and females) for all divisions. For all of the previously described tables, the base year is 2010 and mortality rates for a particular calendar year are determined by applying the MP-2020 mortality improvement scales (males and females) to all of these tables.

The total OPEB liability was determined by an actuarial valuation as of December 31, 2022, rolled forward to the measurement date of December 31, 2023, by incorporating the expected value of health care costs accruals, the actual health care payments, and interest accruals during the year for the defined benefit health care plans. Actuarially determined amounts are subject to continual review or modification as actual results are compared with past expectations and new estimates are made about the future.

Expected Rate of Return

The long-term expected rate of return on the health care investment assets was determined using a building block method in which best-estimate ranges of expected future real rates of return are developed for each major asset class. These ranges are combined to produce the long term expected best estimates of arithmetical rate of return by weighting the expected future real rates of return by the target asset allocation percentage, adjusted for inflation.

Plan Assets

The OPERS Board approved postretirement plan weighted-average asset allocations as of December 31, by asset category, and their expected rates of return were as follows:

	2024	
Asset Category	**Target Allocation**	**Weighted Average Long-Term Expected Rate of Return (Geometric)**
Fixed Income	37.00%	2.82%
Domestic Equities	25.00%	4.27%
REITs	5.00%	4.68%
International Equities	25.00%	5.16%
Risk Parity	3.00%	4.38%
Other Investments	5.00%	2.43%
Total	100.00%	

Discount Rates

A single discount rate of 5.70% was used to measure the OPEB liability on the measurement date of December 31, 2023. Projected benefit payments are required to be discounted to their actuarial present value using a single discount rate that reflects (1) a long-term expected rate of return on OPEB plan investments (to the extent that the health care fiduciary net position is projected to be sufficient to pay benefits), and (2) tax-exempt municipal bond rate based on an index of 20-year general obligation bonds with an average AA credit rating as of the measurement date (to the extent that the contributions for use with the long-term expected rate are not met). This single discount rate was based on an expected rate of return on the health care investment portfolio of 6.00% and a municipal bond rate of 3.77%. The projection of cash flows used to determine this single discount rate assumed that employer contributions will be made at rates equal to the actuarially determined contribution rate.

Based on these assumptions, the OPEB plan's fiduciary net position and future contributions were sufficient to finance health care costs through the year 2070. As a result, the long-term expected rate of return on health care investments was applied to projected costs through the year 2070, and the municipal bond rate was applied to all health care costs after that date.

Sensitivity to Changes in the Discount Rate

For 2023, the Authority's proportionate share of the net OPEB liability/(asset) was calculated using a 5.70% discount rate. A cost growth rate of 5.50% was assumed for 2023. Changes in the health care cost trend rate may have a significant impact on the net OPEB liability/(asset).

The following table presents the net OPEB liability/(asset) calculated using the assumed discount and cost growth rates, and the expected net OPEB liability/(asset) if it were calculated using an assumed discount and cost growth rate that is 1.0% lower or 1.0% higher than the current rate.

	2024			
Net OPEB Liability/(Asset)	**Rate Assumptions**	**1% Decrease**	**Current Rate Impact**	**1% Increase**
Discount Rate	5.70%	$ 856,984	$ (1,559,373)	$ (3,560,975)
Cost Growth Rate	5.50%	$ (1,624,123)	$ (1,559,373)	$ (1,485,899)

Retiree health care valuations use a health care cost-trend assumption that changes over several years built into the assumption. The near-term rates reflect increases in the current cost of health care; the trend starting in 2024 is 5.50%. If this trend continues for future years, the projection indicates that years from now virtually all expenditures will be for health care. A more reasonable alternative is that in the not-too-distant future, the health plan cost trend will decrease to a level at, or near, wage inflation. On this basis, the actuaries' project premium rate increases will continue to exceed wage inflation for approximately the next decade, but by less each year, until leveling off at an ultimate rate, assumed to be 3.50% in the most recent valuation.

NOTE 11 | Pension and Retirement Plans

Plan Description

The Authority's employees participate in OPERS, a cost-sharing, multiple-employer public employee retirement system comprised of three separate pension plans: the Traditional Pension Plan, a cost-sharing multiple-employer defined benefit pension plan; the Combined Plan, a retirement plan with both a defined benefit and a defined contribution component; and the Member-Directed Plan, a defined contribution plan.

OPERS provides retirement, disability, and survivor benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. Authority to establish and amend benefits is provided by state statute per Chapter 145 of the Ohio Revised Code (ORC Chapter 145). In 2000, legislation required OPERS to establish one or more defined contribution plans to be offered to members in addition to the existing Traditional Pension Plan. OPERS began offering three retirement plans to its members on January 1, 2003. The plans include the Traditional Pension Plan, the Member-Directed Plan, and the Combined Plan.

Funding Policy

The Ohio Revised Code provides statutory authority for member and employer contributions and currently limits the employer contribution to a rate not to exceed 14.0% of covered payroll for State and Local employer units and 18.1% for the Law Enforcement divisions. Member contribution rates, as set forth in the Ohio Revised Code, are not to exceed 10% of covered payroll.

For 2024 the member contribution rate for State and Local members was 10.0% of covered payroll. For 2024, the member contribution rate for the Law Enforcement division was 13.0% of covered payroll.

For 2024, the contribution rate for State and Local employers was 14.0%. For 2024, the contribution rate for Law Enforcement divisions was 18.1%. The portion of the employer's contribution used to fund pension benefits is net of postemployment health care benefits. Employer contribution rates are actuarially determined.

The Authority's contractually required contribution to OPERS was $4,552,636 for 2024. The required contributions are reported as a deferred outflow of resources.

Net Pension Liability

The net pension liability reported on the statement of net position represents a liability to employees for pensions. Pensions are a component of exchange transactions between an employer and its employees and of salaries and benefits for employee services. Pensions are provided to an employee, on a deferred-payment basis, as part of the total compensation package offered by an employer for employee services each financial period. The obligation to sacrifice resources for pensions is a present obligation because it was created because of employment exchanges that already have occurred.

The net pension liability represents the Authority's proportionate share of each pension plan's collective actuarial present value of projected benefit payments attributable to past periods of service, net of each pension plan's fiduciary net position. The net pension liability calculation is dependent on critical long-term variables, including estimated average life expectancies, earnings on investments, cost of living adjustments and others. While these estimates use the best information available, unknown future events require adjusting this estimate annually.

Ohio Revised Code limits the Authority's obligation for this liability to annually required payments. The Authority cannot control benefit terms or the manner in which pensions are financed. However, the Authority does receive the benefit of employees' services in exchange for compensation including pension.

GASB Statement No. 68 assumes the liability is solely the obligation of the employer, because (1) they benefit from employee services; and (2) State statute requires all funding to come from these employers. All contributions to date have come solely from these employers (which also includes costs paid in the form of withholdings from employees). State statute requires the pension plans to amortize unfunded liabilities within 30 years. If the amortization period exceeds 30 years, each pension plan's board must propose corrective action to the State legislature. Any resulting legislative change to benefits or funding could significantly affect the net pension liability.

Resulting adjustments to the net pension liability would be effective when the changes are legally enforceable. The proportionate share of each plan's unfunded benefits is presented as a long-term net pension liability on the accrual basis of accounting. Any liability for the contractually required pension contribution outstanding at the end of the year is included in intergovernmental payable on both the accrual and modified accrual bases of accounting.

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

The net pension liability for OPERS was measured as of December 31, 2023, 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 the Authority's share of contributions to the pension plan relative to the contributions of all participating entities.

The Authority reported the following information related to the proportionate share and pension expense as of December 31, 2024:

	Traditional Pension Plan	Combined Plan	Member-Directed Plan	Total All Plans
Proportionate Share of the Net Pension Liability	0.167002%	0.213062%	0.277109%	N/A
Proportionate Share of the Net Liability/(Asset)	$ 43,721,808	$ (654,913)	$ (30,911)	$ 43,035,984
Pension Expense	$ (4,922,408)	(76,028)	1,356	$ (4,997,080)

The Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources as of December 31, 2024:

Deferred Outflows of Resources	Traditional Pension Plan	Combined Plan	Member-Directed Plan	Total All Plans
Difference between Expected and Actual Experience	$ 714,596	$ 26,539	$ 66,362	$ 807,497
Net Difference between Expected and Actual Investment Earnings	8,824,925	41,742	5,501	8,872,168
Changes in Assumptions	-	24,305	1,066	25,371
Change in Proportionate Share	206,328	166,617	17,845	390,790
Total	$ 9,745,849	$ 259,203	$ 90,774	$ 10,095,826
				-
Authority's Contributions Subsequent to the Measurement Date	4,186,540	127,748	238,348	4,552,636
Total Deferred Outflows of Resources	$ 13,932,389	$ 386,951	$ 329,122	$ 14,648,462

Deferred Inflows of Resources	Traditional Pension Plan	Combined Plan	Member-Directed Plan	Total All Plans
Difference between Expected and Actual Experience	$ -	$ -	$ -	$ -
Net Difference between Expected and Actual Investment Earnings	-	-	-	-
Changes in Assumptions	-	-	-	-
Change in Proportionate Share	299,783	184,793	11,184	495,760
Total Deferred Inflows of Resources	$ 299,783	$ 184,793	$ 11,184	$ 495,760

Contributions of $4,552,636 reported as deferred outflows of resources related to pension resulting from Authority contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending December 31, 2025. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized as increases or (decreases) in pension expense as follows:

Year Ending December 31	Traditional Pension Plan	Combined Plan	Member-Directed Plan
2025	$ 2,249,548	$ 32,203	$ 12,690
2026	2,875,200	45,368	12,872
2027	5,577,955	71,903	14,518
2028	(1,256,636)	(14,054)	9,209
2029	-	(6,851)	8,823
Thereafter	-	(54,158)	21,478
Total	$ 9,446,067	$ 74,411	$ 79,590

The Authority had $11,575 due to the Plan for contractually required contributions in 2024.

Assumptions

Key Methods and Assumptions Used in Valuation of Total Pension Liability

Actuarial Valuation Method	Traditional Pension	Combined Plan	Member-Directed Plan
Actuarial Valuation Date	December 31, 2023	December 31, 2023	December 31, 2023
Rolled-Forward Measurement Date	December 31, 2023	December 31, 2023	December 31, 2023
Experience Study	5 Year Period, Ended December 31, 2020	5 Year Period, Ended December 31, 2020	5 Year Period, Ended December 31, 2020
Actuarial Cost Method	Individual Entry Age	Individual Entry Age	Individual Entry Age
Actuarial Assumptions:			
Investment Rate of Return	6.90%	6.90%	6.90%
Wage Inflation	2.75%	2.75%	2.75%
Projected Salary Increases	2.75% - 10.75%[1]	2.75% - 10.75%[1]	2.75% - 10.75%[1]
Cost-of-living Adjustments	Pre-1/7/2013 Retirees: 3.00% Simple Post-1/7/2013 Retirees: 2.30% Simple through 2024, then 2.05% Simple	Pre-1/7/2013 Retirees: 3.00% Simple Post-1/7/2013 Retirees: 2.30% Simple through 2024, then 2.05% Simple	Pre-1/7/2013 Retirees: 3.00% Simple Post-1/7/2013 Retirees: 2.30% Simple through 2024, then 2.05% Simple

[1] Includes wage inflation at 2.75%

Pre-retirement mortality rates are based on 130% of the Pub-2010 General Employee Mortality tables (males and females) for State and Local Government divisions and 170% of the Pub-2010 Safety Employee Mortality Tables (males and females) for the Public Safety and Law Enforcement divisions. Post-retirement mortality rates are based on 115% of the PubG-2010 Retiree Mortality Tables (males and females) for all divisions. Post-retirement mortality rates for disabled retirees are based on the PubNS-2010 Disabled Retiree Mortality Tables (males and females) for all divisions. For all of the previously described tables, the base year 2010 and mortality rates for a particular calendar year are determined by applying the MP- 2020 mortality improvement scales (males and females) to all of these tables.

OPERS conducts an experience study every five years in accordance with the Ohio Revised Code Section 145.22. The actuarial assumptions used in the December 31, 2023, valuations were based on the results of an actuarial experience study for the five-year periods ended December 31, 2020. The next experience study will occur in 2026 for the period of 2021-2025. Actuarially determined amounts are subject to continual review or modification as actual results are compared with past expectations and new estimates are made about the future.

The long-term expected rate of return on defined benefit investment assets was determined using a building block method in which best-estimate ranges of expected future real rates of return are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage, adjusted for inflation.

The allocation of investment assets within the Defined Benefit portfolio is approved by the Board as outlined in the annual investment plan. Plan assets are managed on a total return basis with a long-term objective of achieving and maintaining a fully funded status for the benefits provided through the defined benefit pension plans.

The change in the actuarial information as of the measurement and valuation date of December 31, 2023, compared to December 31, 2022, included a decrease in the Projected Salary Increases for the Combined and Member-Directed Plans from 10.75% to 8.25%.

The following table displays the Board-approved Asset allocation policy and the long-term expected real rates of return for December 2023.

Plan Assets

	2023	
Asset Category	**Target Allocation**	**Weighted Average Long-Term Expected Rate of Return (Geometric)**
Fixed Income	24.00%	2.85%
Domestic Equities	21.00%	4.27%
Real Estate	13.00%	4.46%
Private Equity	15.00%	7.52%
International Equities	20.00%	5.16%
Risk Parity	2.00%	4.38%
Other Investments	5.00%	3.46%
Total	100.00%	

Discount Rate

The discount rate used to measure the total pension liability was 6.9% for the Traditional Pension Plan, Combined Plan and Member-Directed Plan as of December 31, 2023. The projection of cash flows used to determine the discount rate assumed that contributions from plan members and those of the contributing employers are made at the statutorily required rates. Based on those assumptions, the pension plan's fiduciary net position was 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 for both the Traditional Pension Plan, Combined Plan and Member-Directed Plan was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity

The following table presents the Authority's share of the net pension liability or asset calculated using the discount rate of 6.9%, as well as the expected net pension liability or asset if it were calculated using a discount rate that is 1.0% lower or 1.0% higher than the current rate.

Employers' Net Pension Liability/(Asset) as of December 31, 2023	**1% Decrease**	**6.9% Discount Rate**	**1% Increase**
Traditional Plan	$ 68,829,874	$ 43,721,808	$ 22,839,194
Combined Plan	$ (396,295)	$ (654,913)	$ (858,640)
Member-Directed Plan	$ (22,169)	$ (30,911)	$ (38,795)

Additional Information and Actuarial Information

OPERS issues a publicly available, stand-alone financial report that includes financial statements, required supplementary information, and detailed information about OPERS' fiduciary net position. That report may be obtained by visiting the OPERS website at www.opers.org. Additional information supporting the preparation of the Schedules of Collective Pension Amounts and Employer Allocations (including the disclosure of the net pension liability/(asset), required supplementary information on the net pension liability/(asset), and the unmodified audit opinion on the combined financial statements) is located in OPERS 2023 ACFR. The reports may be obtained by contacting:

Ohio Public Employees Retirement System
277 East Town Street
Columbus, Ohio 43215
(800) 222-7377
www.opers.org

NOTE 12 | Capital Contributions

The Authority received capital contributions from federal, state, and local grants. The following is a summary of the grants received:

	Year Ended December 31, 2024
Federal	$ 15,394,292
State and Local	8,168,109
Total	$ 23,562,401

NOTE 13 | Commitments and Contingencies

Capital Improvements

As of December 31, 2024, the Authority was obligated for completion of certain airport improvements under commitments of approximately $1,054,829,535. An estimated $12,299,264 is eligible for reimbursement from the FAA and Ohio Development Services Agency. The remaining amount is expected to be funded from bond proceeds, current available resources, PFCs, RCFC's, and future operations.

Federally Assisted Programs | Compliance Audits

The Authority participates in several programs that are fully or partially funded by grants received from Federal, State, or local governments. Expenditures financed by grants are subject to audit by the appropriate grantor government. If expenditures are disallowed due to noncompliance with grant program regulations, the Authority may be required to reimburse the grantor government. As of December 31, 2024, significant amounts of grant expenditures have not been audited but the Authority believes that disallowed expenditures, if any, based on subsequent audits will not have a material effect on the overall financial position of the Authority.

NOTE 14 | Leases

The primary objective of GASB No. 87 is to enhance the relevance and consistency of information about governments' leasing activities. GASB No. 87 establishes a single model for lease accounting based on the principle that leases are financings of the right to use an underlying asset. Under GASB No. 87, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources. For additional information, refer to the disclosures below.

Leases that meet the following criteria will not be considered short term:

- The maximum possible leases term(s) is non-cancelable by both lessee and lessor and is more than 12-months.
- The term of the lease will include possible extension periods that are deemed to be reasonably certain given all available information, regarding the likelihood of renewal.
- For the year ended December 31, 2024, all leases with associated receivables are based on fixed payments and do not have variable payment components.

Leases

The Authority leases certain assets to various third parties. The assets leased include space, ground and lands leased in the Airfield and Grounds, and Terminal Building. These payments are generally fixed monthly payments with certain variable payments not included in the measurement of the lease receivable these payments are based on a percentage of Lessee's Revenue above the Minimum Annual Guarantee.

During the year ended December 31, 2024, the Authority recognized lease revenues of $11,778,387, interest income related to leases of $4,708,684 and revenues from variable payments not previously included in the measurement of the lease receivable of $5,574,214 related to its lessor agreements:

Summary of Lease Activities as December 31, 2024:		
Building (34 leases)		
Term		3 to 452 Months
Termination options		1 to 3 Months
Lease Receivable	$	67,267,138
Lease Revenue		3,459,812
Land (16 leases)		
Term		6 to 590 Months
Lease Receivable	$	18,810,716
Lease Revenue		788,060

Included in the Authority's lease receivables as of December 31, 2024, were $86,077,855 related to leases whose revenue is pledged to secure certain outstanding debt obligations of the Authority. The leases contain lessee options to terminate the leases or abate payments under certain circumstances. These include passenger volumes dropping to an unsustainable level, failure to perform by lessor, or the assumption of the United States Government or authorized agency to control or restrict the use of the lessee's assigned area. Certain leases allow the lessee to cancel for any reason with 1 to 3 months' advance written notice.

Future principal and interest payment requirements related to the Authority's lease receivable as of December 31, 2024, as follows:

Principal and Interest Expected to Maturity			
Fiscal Year	Principal Payments	Interest Payments	Total Payments
2025	$ 4,207,551	$ 5,882,477	$ 10,090,028
2026	4,265,953	5,605,325	9,871,278
2027	4,060,162	5,331,567	9,391,729
2028	2,283,231	5,114,958	7,398,188
2029	2,079,809	4,967,051	7,046,859
2030-2034	8,872,982	22,807,083	31,680,066
2035-2039	9,137,437	19,959,163	29,096,600
2040-2044	12,361,491	16,261,581	28,623,070
2045-2049	17,516,526	11,119,097	28,635,623
2050-2054	9,899,508	5,374,083	15,273,590
2055-2059	4,044,099	3,239,572	7,283,671
2060-2064	2,873,649	1,853,281	4,726,930
2065-2069	2,542,573	970,636	3,513,209
2070-2074	1,932,884	190,688	2,123,573

Regulated Leases

The Authority leases certain assets to various third parties as regulated leases, as defined by GASB Statement No. 87. The leased assets include jet bridges, ticket counters, ticket offices, passenger hold rooms, concourse operations space, baggage service areas, hangars, grounds, and land, and are regulated under the FAA Rates and Charges Policy and Grant Assurance 22. Certain assets are subject to preferential or exclusive use by the counterparties to these agreements, as follows:

- **Jet bridges –** 23 of 31 total jet bridges are designated preferential use.
- **Passenger hold rooms –** 68.2% of available space is designated preferential use.
- **Baggage service –** 100% of available space is designated preferential use.
- **Ticket counter space –** 94.3% of available space is designated preferential use.
- **Ticket office space –** 98.9% of available space is designated exclusive use.
- **Concourse operations space –** 55.1% of available space is designated preferential use.

During the year ended December 31, 2024, the Authority recognized $4,822,778 of revenues from regulated leases. There were no Revenues from variable payments not included in schedule of expected future minimum payments.

Future expected minimum payments related to the Authority's regulated leases at December 31, 2024, are as follows:

Fiscal Year	Future Minimum Expected Receipts
2025	$ 4,236,990
2026	11,077,300
2027	11,128,257
2028	10,866,722
2029	10,444,583
2030-2034	50,784,105
2035-2039	40,557,282
2040-2044	4,642,266
2045-2049	5,085,353
2050-2054	3,589,814
2055-2059	2,169,083
2060-2064	2,109,620
2065-2069	251,735

The Authority has entered into certain regulated leases whereby the lease revenue is pledged to secure certain outstanding debt obligations of the Authority. Most of these leases do not contain any early termination provisions, and the few that do, can only be terminated by either the lessor or lessee, but not both. In addition, nearly all of the regulated leases are long- term in nature. More than half of the leases expire in less than 5 years; however, there are a few leases whose terms are as long as 70 years.

NOTE 15 | Subscription Based Information Technology Arrangements

The Authority has entered into Subscription Based Technology Arrangements (SBITAs) with various third parties. These arrangements provide access to airline common use systems, accounts receivable software, public warning platforms, and project management software. The SBITA assets include access to a third party's proprietary software. A subscription asset and related accumulated amortization are included on the Statement of Net Position. SBITAs that include maintenance or support services in addition to access to a third party's proprietary software are reported below.

A summary as of December 31, 2024, is as follows:

Subscription asset	$9,083,048
Accumulated amortization	$2,898,518
Term	12 to 84 months

Future principal and interest payment requirements related to the Authority's SBITA liability at December 31, 2024 are as follows:

	Principal and Interest Requirements to Maturity			
	Fiscal Year	Principal Payments	Interest Payments	Total Payments
Current portion	2025	$ 1,398,621	$ 263,090	$ 1,661,711
Non-current portion	2026	946,009	203,959	1,149,968
	2027	977,790	163,812	1,141,602
	2028	849,207	122,300	971,507
	2029	653,528	86,159	739,687
	2030	658,425	58,206	716,631
	2031	700,950	30,013	730,963
	2032	-	-	-
Total Non-current portion		4,785,909	664,449	5,450,358
Total principal and interest requirements		$ 6,184,530	$ 927,539	$ 7,112,069

In accordance with GASB Statement No. 96, the Authority does not recognize a SBITA liability or a right-to-use asset for SBITAs that are considered short-term or a maintenance or support arrangement.

NOTE 16 | Related Party Transactions

City of Columbus

In 2019, the Authority entered into an annexation agreement with the City pertaining to certain property at Rickenbacker International Airport. The new agreement provides for a $15,045,000 investment by the City in the infrastructure serving the Annexation Property and an Authority commitment to annex Annexation Property after development. As of December 31, 2024, the Authority had recorded a receivable from the City under this agreement in the amount of $2,421,277.

NOTE 17 | Conduit Debt – Private Sector Entities

From time to time, the Authority has issued certificates of participation, industrial revenue bonds, revenue bonds and revenue notes to provide financial assistance to private sector entities for the acquisition and construction of industrial and commercial facilities deemed to be in the public interest. The bonds are secured by the property financed and are payable solely from payments on the underlying mortgage loans. Upon repayment of the obligations, exclusive access to the assets is relinquished to the Authority. Neither the Authority, nor the County, nor any political subdivisions thereof is obligated in any manner for repayment of the bonds. Accordingly, the bonds are not reported as liabilities in the accompanying financial statements.

As of December 31, 2024, there were five series of bonds outstanding with aggregate principal balances of $39,930,000. The original issue amounts for these series totaled $344,740,000.

NOTE 18 | Conduit Debt – Flight Safety International, Inc.

In February 2015, the Board of Directors of the Authority authorized the issuance of $75,000,000 in revenue bonds as Series 2015 for the purpose of financing a portion of the costs of acquiring, constructing, and otherwise improving real and personal property comprising facilities and equipment and existing improvements constructed upon land that is leased by

Flight Safety International, Inc. (the Company). The Company also entered into a ground lease with the Authority, for which the facility has been constructed upon, with an initial term of 30 years which includes four options to renew in five-year terms, available to the Company. Upon the termination of the ground lease and the repayment of the bonds, the exclusive use of the facilities and land shall be relinquished to the Authority by the Company.

The obligations of the Company are to make rental payments that align to the principal and interest payments of the related bonds. These obligations are absolute and unconditional contractual obligations and will survive any termination of the lease until such a time that the related bonds have been paid in full.

The Series 2015 Bonds do not represent or constitute a general obligation debt, or bonded indebtedness or a pledge of the faith and general credit or the taxing powers of the Authority or the State of Ohio or any political subdivision thereof, and the Holders have no right to have taxes levied by the General Assembly of the State of Ohio or the taxing authority of any political subdivision of the State of Ohio for the payment of Bond Service Charges and the Tender Price of Series 2015 Bonds. Investors are advised to rely solely upon the Guaranty and the credit of Berkshire Hathaway as security for the payment of the Bond Service Charges and the Tender Price of Series 2015 Bonds. Although Series 2015 conduit debt instruments bear the name of the Authority, the Authority has no obligation for the debt beyond the resources provided by the lease or loan with the Company.

The Authority has not recorded an asset during the bond repayment period given the conduit nature of the debt. The Authority will record an asset and associated contributed capital representing the acquisition value of the asset at the time conduit debt is paid in full.

As of December 31, 2024, there were 2015 series of bonds outstanding with aggregate principal balances of $51,175,000. The original issue amounts for these 2015 series totaled $75,000,000.

NOTE 19 | Government Acquisition

On December 10, 2021, the Authority acquired the operations and assets of the fuel farm at John Glenn Columbus International Airport from a Fixed-Base Operator (CMH FBO) in exchange for $4,350,000. The Authority will operate the fuel farm in coordination with CMH FBO in the form of three separate management agreements and permits. The acquisition included fuel storage tanks, various fuel pumps, fuel meters, fuel filters and various fuel system supplies. The Authority assumed no other assets, no contracts or operating liabilities associated with the acquisition. The assets were evaluated for Asset Retirement Obligation (see Note 20). The acquisition value of the net position acquired was determined to be $4,350,000 with no deferred inflows or deferred outflows recognized.

NOTE 20 | Asset Retirement Obligation

The Authority owns and operates several fuel farms in and around the three airports at CMH, LCK, and TZR. These capital assets and their related tangible components range in useful life between 2 years and 30 years. There are state and federal regulations that require certain underground tanks and supporting infrastructure to be removed and disposed upon the completion of their operating use. The Authority has identified a total of twenty-eight (28) underground fuel tanks that qualify for Asset Retirement Obligation (ARO) and corresponding Deferred Outflow. The initial estimated ARO of $3,700,000 was derived from recent appraisal studies and adjusted for inflation. There are no required funding and assurance provisions associated with the ARO. The Authority does carry property and pollution insurance coverage to mitigate risk of potential loss.

NOTE 21 | Subsequent Events

The Authority has evaluated all subsequent events through April 1, 2025, the date on which the financial statements were issued, and determined that there have been no material events that have occurred that would require adjustments to our disclosures in the financial statements except for the following:

- On January 28, 2025, the Authority issued $1,207,665,000 of Airport Revenue Bonds, Series 2025A (AMT) and Series 2025B (Non-AMT) $1,019,715,000 and $187,950,000 respectively at an all in true interest rate of 4.82% (AMT Bonds) and 4.48% (Non-AMT Bonds). The Series 2025 Bonds were issued under the Authority's Amended and Restated Master Trust Indenture with U.S. Bank Trust Company. The bonds are special obligations, payable solely from the Authority's net revenues. The Authority received ratings of A2 from Moody's and A from S&P. Proceeds are being issued to pay a portion of the costs of the New Midfield Terminal Project at John Glenn International Airport, retire a portion of the outstanding principal balance under the 2024 Credit Facility Bonds, to fund the capitalized interest of the Series 2025 Bonds, fund the common debt service reserve account and fund the costs of issuance. The Series 2025A term bonds maturing on January 1, 2055 and the 2025B term bonds maturing on January 1, 2050 are subject to mandatory sinking fund redemption.

- The Authority's current Signatory Airline Agreement expiring December 31, 2024 utilizes a "hybrid" airline rate-setting methodology with the landing fees being calculated on a residual basis, the terminal rentals being calculated per a commercial compensatory basis using rentable space in the calculation, and apron fees and inline baggage system fees established through a residual methodology. The Authority recently negotiated an amendment to the Current Signatory Airline Agreement which extends the term from January 1, 2025 to the date of beneficial occupancy which is expected to be in January 2029 of the New Midfield Terminal. Under the New Signatory Airline Agreement, which utilizes a "residual" airline rate-setting approach, the aggregate of the amounts payable by the Signatory Airlines, together with other revenues required to be deposited by the Authority into the Revenue Fund, must be sufficient to generate Airport System Revenues in the airline-supported cost centers to operate on a break-even basis after paying all costs of such cost centers, including the satisfaction of all of the Authority's obligations to make all deposits and payments required under the Indenture through such date, plus produce annual discretionary funding for Airport System capital improvements or other lawful purposes funded from a required deposit Airport System capital projects. The New Signatory Airline Agreement becomes effective upon DBO and expires on December 31, 2033, but the Agreement also includes a self-renewing mutual option to extend the term for an additional five-year period until December 31, 2038.

- On December 17, 2024, the Authority received approval from the FAA for PFC Application 25-11-C-00-CMH in the amount of $36,462,356. The collection of PFC's for this application starts on April 1, 2025 and extends the Authority's collections to February 1, 2027.

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of the Authority's Proportionate Share of the Net Pension Liability

For the Years Ended December 31

(Dollar amounts in $000's)

Traditional Pension Plan	2024	2023	2022	2021	2020	2019	2018	2017	2016
Authority's proportion of the net pension	0.167002%	0.168514%	0.167373%	0.164954%	0.171409%	0.178483%	0.169412%	0.170272%	0.161166%
Authority's proportionate share of the net pension liability (asset)	$ 43,722	$ 49,779	$ 14,562	$ 24,426	$ 33,880	$ 48,883	$ 26,577	$ 38,666	$ 27,916
Authority's covered payroll	$ 26,283	$ 23,696	$ 24,672	$ 22,908	$ 24,503	$ 23,965	$ 24,570	$ 18,867	$ 18,472
Authority's proportionate share of the net pension liability (asset) as a percentage of its covered payroll	166.35%	210.07%	59.02%	106.63%	138.27%	203.97%	108.17%	204.94%	151.12%
Plan fiduciary net position as a percentage of the total pension liability (asset)	79.01%	75.74%	92.62%	86.88%	82.17%	74.70%	84.66%	77.25%	81.19%

Combined Plan

Combined Plan	2024	2023	2022	2021	2020	2019	2018	2017	2016
Authority's proportion of the net pension	0.213062%	0.183050%	0.179877%	0.260224%	0.288009%	0.356141%	0.374223%	0.379940%	0.379940%
Authority's proportionate share of the net pension liability (asset)	$ (655)	$ (431)	$ (519)	$ (543)	$ (322)	$ (485)	$ (208)	$ (185)	$ (185)
Authority's covered payroll	$ 782	$ 650	$ 789	$ 1,092	$ 1,194	$ 1,547	$ 1,626	$ 1,249	$ 1,283
Authority's proportionate share of the net pension liability (asset) as a percentage of its covered payroll	-83.76%	-66.31%	-65.82%	-49.68%	-26.98%	-31.34%	-12.81%	-14.81%	-14.41%
Plan fiduciary net position as a percentage of the total pension liability (asset)	144.55%	137.14%	157.67%	145.28%	126.64%	137.28%	116.55%	116.90%	116.90%

Member-Directed Plan

Member-Directed Plan	2024	2023	2022	2021	2020	2019	2018	2017	2016
Authority's proportion of the net pension	0.277109%	0.267486%	0.283884%	0.299946%	0.359978%	0.374346%	0.414439%	0.344976%	0.344976%
Authority's proportionate share of the net pension liability (asset)	$ (31)	$ (21)	$ (52)	$ (11)	$ (8)	$ (13)	$ (2)	$ -	$ -
Authority's covered payroll	$ 1,336	$ 1,051	$ 1,212	$ 1,201	$ 1,424	$ 1,674	$ 2,001	$ 1,536	$ 1,752
Authority's proportionate share of the net pension liability (asset) as a percentage of its covered payroll	-2.32%	-2.00%	-4.27%	-0.94%	-0.58%	-0.78%	-0.09%	0.00%	0.00%
Plan fiduciary net position as a percentage of the total pension liability (asset)	134.44%	126.74%	188.21%	118.84%	113.42%	124.46%	103.40%	103.91%	103.91%

Note: Information for the required 10 year presentation will be displayed as it becomes available.

Schedule of the Authority's Pension Contributions to State Pension Fund

For Years Ended December 31

(Dollar amounts in $000's)

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
TRADITIONAL PENSION PLAN										
Contractually Required Contribution	$ 4,187	$ 4,024	$ 3,509	$ 3,420	$ 3,287	$ 3,435	$ 3,533	$ 3,440	$ 2,641	$ 2,586
Contributions in Relation to the Contractually Required Contribution	$ (4,187)	$ (4,024)	$ (3,509)	$ (3,420)	$ (3,287)	$ (3,435)	$ (3,533)	$ (3,440)	$ (2,641)	$ (2,586)
Contribution Deficiency (Excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Authority Covered Payroll	$ 28,011	$ 26,283	$ 23,696	$ 24,672	$ 22,908	$ 24,503	$ 23,965	$ 24,570	$ 18,867	$ 18,472
Contributions as a Percentage of Covered Payroll	14.95%	15.31%	14.81%	13.86%	14.35%	14.02%	14.74%	14.00%	14.00%	14.00%
COMBINED PLAN										
Contractually Required Contribution	$ 128	$ 122	$ 97	$ 117	$ 162	$ 176	$ 228	$ 228	$ 175	$ 180
Contributions in Relation to the Contractually Required Contribution	$ (128)	$ (122)	$ (97)	$ (117)	$ (162)	$ (176)	$ (228)	$ (228)	$ (175)	$ (180)
Contribution Deficiency (Excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Authority Covered Payroll	$ 841	$ 782	$ 650	$ 789	$ 1,092	$ 1,194	$ 1,547	$ 1,626	$ 1,249	$ 1,283
Contributions as a Percentage of Covered Payroll	15.19%	15.54%	14.98%	14.79%	14.85%	14.71%	14.74%	14.00%	14.00%	14.00%
MEMBER-DIRECTED PLAN										
Contractually Required Contribution	$ 238	$ 208	$ 158	$ 179	$ 178	$ 209	$ 247	$ 280	$ 215	$ 245
Contributions in Relation to the Contractually Required Contribution	$ (238)	$ (208)	$ (158)	$ (179)	$ (178)	$ (209)	$ (247)	$ (280)	$ (215)	$ (245)
Contribution Deficiency (Excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Authority Covered Payroll	$ 1,569	$ 1,336	$ 1,051	$ 1,212	$ 1,201	$ 1,424	$ 1,674	$ 2,001	$ 1,536	$ 1,752
Contributions as a Percentage of Covered Payroll	15.19%	15.54%	14.99%	14.79%	14.85%	14.71%	14.74%	14.00%	14.00%	14.00%

Schedule of the Authority's Proportionate Share of the Net OPEB Liability/(Asset)

For Years Ended December 31

(Dollar amounts in $000's)

	2024	2023	2022	2021	2020	2019	2018
All Plans							
Authority's proportion of the net OPEB liability (asset)	0.172779%	0.173016%	0.169852%	0.170111%	0.179079%	0.188864%	0.184230%
Authority's proportionate share of the net OPEB liability (asset)	$ (1,559)	$ 1,091	$ (5,320)	$ (3,031)	$ 24,735	$ 24,623	$ 20,006
Authority's covered payroll	$ 28,401	$ 25,397	$ 26,673	$ 25,201	$ 27,121	$ 27,186	$ 21,652
Authority's proportionate share of the net OPEB liability (asset) as a percentage of its covered payroll	-5.49%	4.30%	-19.95%	-12.03%	91.20%	90.57%	92.40%
Plan fiduciary net position as a percentage of the total OPEB liability (asset)	107.76%	94.79%	128.23%	115.57%	47.80%	46.33%	54.14%

Note: Information prior to fiscal year 2018 is not available.

Schedule of the Authority's OPEB Contributions to State Pension Fund

For Years Ended December 31

(Dollar amounts in $000's)

	2024	2023	2022	2021	2020	2019	2018
ALL PLANS							
Contractually Required Contribution	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Contributions in Relation to the Contractually Required Contribution	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Contribution Deficiency (Excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Authority Covered Payroll	$ 30,421	$ 28,401	$ 25,397	$ 26,673	$ 25,201	$ 27,121	$ 27,186
Contributions as a Percentage of Covered Payroll	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Note: OPERS allocated 0% of Pension Contributions to OPEB in 2022, 2021, 2020, 2019 and 2018.
Information prior to fiscal year 2018 is not available.

NOTES TO SCHEDULES OF REQUIRED SUPPLEMENTARY INFORMATION

December 31, 2024

NOTE 1 | Pension Liability/Asset and Contributions

Information about factors that significantly affect trends in the amounts reported in the schedules should be presented as notes to the schedule.

Changes in benefit terms: There were no changes in benefit terms for any of the years presented.

Changes in assumptions: The change in the actuarial information as of the measurement and valuation date of December 31, 2023, compared to December 31, 2022, included a decrease in the cost-of-living adjustments for Post 1/7/2013 Retirees from 3.0% to 2.3%.

The change in the actuarial information as of the measurement and valuation date of December 31, 2022, compared to December 31, 2021, included a decrease in the projected salary increases for the Combined and Member-Directed Plans from 10.75% to 8.25%.

The change in the actuarial information as of the measurement and valuation date of December 31, 2021, compared to December 31, 2020, included a decrease in the cost-of-living adjustments for the post 1/7/2013 retirees for the Traditional, Combined, and Member-Directed Plans from 2.15% to 2.05%.

The change in the actuarial information as of the measurement and valuation date of December 31, 2020, compared to December 31, 2019, included a decrease in the cost-of-living adjustments for the post 1/17/2013 retirees for the Traditional Plan from 1.40% to 0.50%.

The change in the actuarial information as of the measurement and valuation date of December 31, 2019 compared to December 31, 2018 included a decrease in the cost of living adjustments for the post 1/17/2013 retirees for the Traditional Plan from 3% to 1.40%.The change in the actuarial information as of the measurement and valuation date of December 31, 2018 compared to December 31, 2017 included an increase in the investment rate of return from 7.20 percent to 7.50 percent.

During the plan year ended December 31, 2016, there were changes to several assumptions for OPERS. The wage inflation dropped from 3.75 percent to 3.25 percent. The projected salary increase range changed from 4.25-10.05 percent to 3.25-10.75 percent. The mortality tables changed from RP-2000 to RP-2014.

Calculation of employer allocations: OPERS Health care funding is discretionary and dependent on both the pension funding and future projections. The 2023 and 2022 allocations are expected to be 0.0% for health care funding and expected to continue at that rate thereafter.

NOTE 2 | OPEB Liability/Asset and Contributions

Information about factors that significantly affect trends in the amounts reported in the schedules should be presented as notes to the schedule.

Changes in benefit terms: There were no changes in benefit terms for any of the years presented.

Changes in assumptions: The change in the actuarial information as of the measurement and valuation date of December 31, 2023, compared to December 31, 2022, included an increase in the single discount rate from 5.22% to 5.70% and a decrease in the municipal bond rate from 4.05% to 3.77%.

The change in the actuarial information as of the measurement and valuation date of December 31, 2022, compared to December 31, 2021, included a decrease in the single discount rate from 6.00% to 5.22% and an increase in the municipal bond rate from 1.84% to 4.05%.

The change in the actuarial information as of the measurement and valuation date of December 31, 2021, compared to December 31, 2020, included an increase in the single discount rate from 3.16% to 6.00%, a decrease in the municipal bond rate from 2.00% to 1.84%, and a decrease in the health care cost trend rate from 8.5% to 5.5% for the initial.

The change in the actuarial information as of the measurement and valuation date of December 31, 2020, compared to December 31, 2019, included an increase in the single discount rate from 3.16% to 6.00%, a decrease in the municipal bond rate from 2.75% to 2.00%, and a decrease in the health care cost trend rate from 10.5% to 8.5% for the initial.

The change in the actuarial information as of the measurement and valuation date of December 31, 2019, compared to December 31, 2018, included a decrease in the single discount rate from 3.96% to 3.16%, a decrease in the municipal bond rate from 3.71% to 2.75%, and an increase in the health care cost trend rate from 10.0% to 10.5% for the initial, and from 3.25% to 3.50% for ultimate in 2030.

The change in the actuarial information as of the measurement and valuation date of December 31, 2018, compared to December 31, 2017, included an increase in the single discount rate from 3.85% to 3.96%, a decrease in the investment rate of return from 6.5% to 6.00%, an increase in the municipal bond rate from 3.31% to 3.71%, and an increase in the health care cost trend rate from 7.50% initial, 3.25% ultimate in 2028 to 10.00% initial, 3.25% ultimate in 2029.

OTHER SUPPLEMENTARY INFORMATION

Schedule of Revenues and Expenses:

Budget vs. Actual - Budget Basis

For the Year Ended December 31, 2024

OPERATING REVENUES	Budget (Unaudited)	Actual	Variance to Budget
Aeronautical Revenue:			
Passenger Airline Revenue	$ 40,450,454	$ 37,266,180	$ (3,184,274)
Cargo Airline Revenue	2,832,448	2,040,624	(791,824)
Other Aeronautical Revenue	13,733,505	13,700,094	(33,411)
Total Aeronautical Revenue	57,016,407	53,006,898	(4,009,509)
Non-Aeronautical Revenue:			
Parking Revenue	53,074,319	57,834,477	4,760,158
Ground Transportation Revenue	17,705,268	17,300,758	(404,510)
Concession Revenue	7,347,973	6,877,235	(470,738)
Hotel Operations Revenue	9,524,431	9,412,031	(112,400)
Other Non-Aeronautical Revenue	3,829,653	4,623,754	794,101
Total Non-Aeronautical Revenue	91,481,644	96,048,255	4,566,611
TOTAL OPERATING REVENUE	**148,498,051**	**149,055,153**	**557,102**
OPERATING EXPENSES			
Employee Wages & Benefits	45,192,676	43,597,235	1,595,441
Materials & Supplies	6,376,925	6,043,198	333,727
Purchase of Services	52,005,333	49,391,082	2,614,251
Other Expenses	1,927,052	1,714,978	212,074
Total Operating Expenses	**105,501,986**	**100,746,493**	**4,755,493**
Operating Income before Depreciation	42,996,065	48,308,660	5,312,595
Less: Depreciation	49,802,006	53,376,242	(3,574,236)
Operating Loss	**(6,805,941)**	**(5,067,582)**	**1,738,359**
NON-OPERATING REVENUES (EXPENSES)			
Investment Income	7,441,600	8,776,194	1,334,594
Interest Income - CFC	-	980,825	980,825
Interest Income - PFC	-	833,994	833,994
Lease Interest Income	-	4,708,684	4,708,684
SBITA Interest Expense	-	(1,791,799)	(1,791,799)
Passenger Facility Charges	16,908,817	17,016,030	107,213
Rental Car Facility Charges	10,028,210	9,955,516	(72,694)
Debt Interest Expense	(6,063,992)	(8,823,882)	(2,759,890)
Gain (Loss) on Securities	-	2,153,415	2,153,415
Amortization of Deferred Gain on Bond Refunding	-	-	-
Gain (Loss) on Disposal of Assets	-	4,759,538	4,759,538
Other Non-Operating Revenues	609,000	624,672	15,672
Total Non-Operating Revenues	**28,923,635**	**39,193,187**	**10,269,552**
Income Before Capital Contributions	**22,117,694**	**34,125,605**	**12,007,911**
Adjustments To Reconcile GAAP Net Income Before Capital Contributions Budgeted To Net Income -			
Gain on Securities	-	(2,153,415)	(2,153,415)
Pension & OPEB Adjustments - GASB 68 & 75	-	297,269	297,269
Total Adjustments	**-**	**(1,856,146)**	**(1,856,146)**
Net Income Adjusted to the Budgetary Basis of Accounting	**$ 22,117,694**	**$ 32,269,459**	**$ 10,151,765**

STATISTICAL SECTION
(UNAUDITED)

This section contains the following subsections:

Financial Trends and Revenue Capacity

Debt Capacity

Operating Information

Economic and Demographic Information

STATISTICAL SECTION

2024 Annual Comprehensive Financial Report
Columbus Regional Airport Authority
December 31, 2024

The Statistical Section (unaudited) presents comparative data, when available, and differs from the audited financial statements because they usually cover more than one fiscal year and may present non-accounting and unaudited data.

Financial Trends and Revenue Capacity

These unaudited schedules contain trend information to help the reader understand how the Authority's financial performance and well-being have changed over time. Also contained in these schedules is information to help the reader understand the Authority's most significant revenue sources and the Authority's capacity to insure itself against material risk.

Debt Capacity

This schedule presents information to help the reader assess the affordability of the Authority's current levels of outstanding debt and also the ability of the Authority to issue additional debt in the future.

Operating Information

These schedules contain information to help the reader understand and to provide context for the Authority's operations and how this relates to the Authority's financial position.

Economic and Demographic Information

The schedules on the following pages offer demographic and economic indicators to help the reader understand the environment within which the Authority's financial activities take place.

FINANCIAL TRENDS AND REVENUE CAPACITY

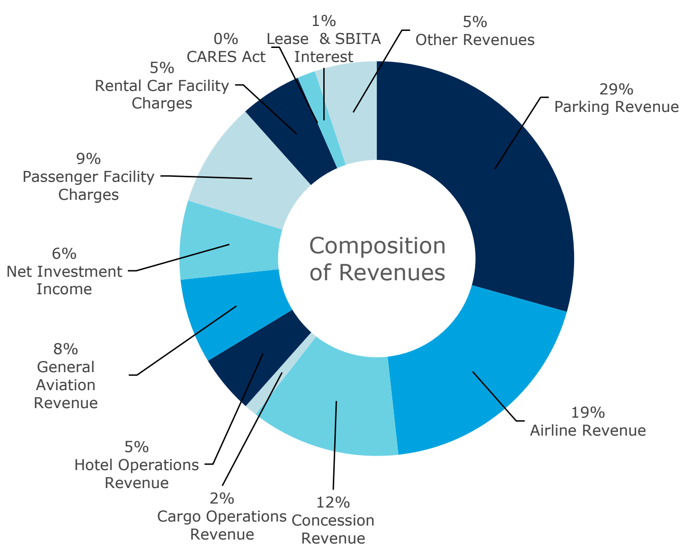
Revenues and Expenses by Type

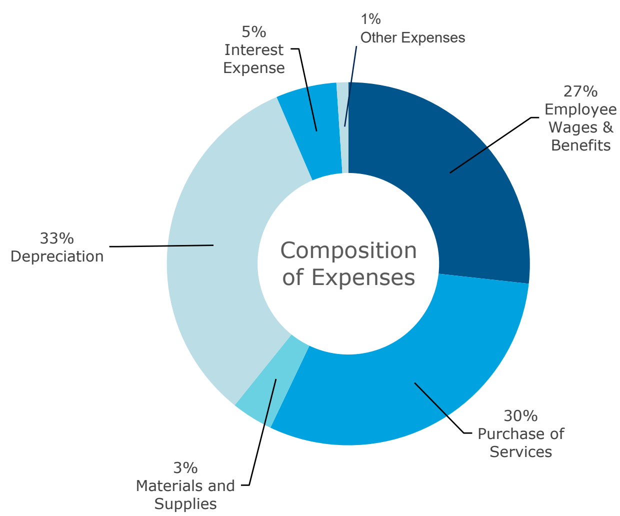
For the 10 Years Ended December 31, 2024

(In thousands)

	2024		2023	2022	2021	2020	2019	2018	2017	2016	2015
REVENUES:											
Parking Revenue	$ 57,834	29%	$ 51,125	$ 42,057	$ 28,930	$ 17,045	$ 42,944	$ 38,694	$ 36,006	$ 34,821	$ 32,880
Airline Revenue	37,266	19%	39,944	39,003	33,042	29,215	36,297	32,676	35,125	30,215	26,608
Concession Revenue	24,178	12%	20,211	19,855	19,772	14,548	26,791	23,151	21,800	21,791	20,122
Cargo Operations Revenue	2,041	2%	3,085	9,090	11,696	8,206	7,893	7,791	6,488	5,338	5,478
Hotel Operations Revenue	9,412	5%	9,280	7,749	5,475	1,579	4,856	4,615	4,492	4,605	4,094
General Aviation Revenue	13,700	8%	13,977	5,224	3,874	3,271	3,919	3,631	3,524	3,276	3,205
Net Investment Income	12,744	6%	14,507	(6,684)	(854)	3,828	6,337	2,841	1,303	1,055	912
Passenger Facility Charges	17,016	9%	16,181	15,160	11,889	5,679	17,040	16,326	14,802	14,436	13,576
Rental Car Facility Charges	9,956	5%	9,079	8,030	6,254	4,716	10,967	10,451	10,035	9,205	7,374
CARES Act	-	0%	22,006	24,104	13,686	21,000	-	-	-	-	-
Lease & SBITA Interest	2,917	1%	5,194	6,963	-	-	-	-	-	-	-
Other Revenues	10,008	5%	11,273	8,926	9,053	6,308	7,128	13,446	7,081	12,335	5,294
Total Revenues	**197,072**	**100%**	**215,862**	**179,477**	**142,817**	**115,395**	**164,172**	**153,622**	**140,656**	**137,077**	**119,543**
EXPENSES:											
Employee Wages & Benefits	43,597	27%	41,042	26,060	14,225	41,911	48,137	43,310	42,287	37,606	33,005
Purchase of Services	49,391	30%	48,816	48,441	37,318	29,988	39,733	39,325	37,612	33,575	29,497
Materials and Supplies	6,043	3%	5,418	6,372	4,947	4,193	5,655	5,293	3,964	4,607	4,909
Depreciation	53,376	33%	52,630	52,195	50,717	49,283	48,800	47,232	46,107	44,160	42,811
Interest Expense	8,824	5%	5,824	5,020	4,715	4,918	3,925	1,708	1,782	3,477	2,747
Other Expenses	1,715	1%	63	675	2,160	(294)	16,954	0	(33)	296	249
Total Expenses	**162,947**	**100%**	**153,792**	**138,763**	**114,082**	**129,999**	**163,204**	**136,868**	**131,719**	**123,721**	**113,218**
Income Before Capital Contributions, Specials & Extraordinary Items	**$ 34,126**		**$ 62,070**	**$ 40,714**	**$ 28,735**	**$ (14,604)**	**$ 968**	**$ 16,755**	**$ 8,937**	**$ 13,356**	**$ 6,325**

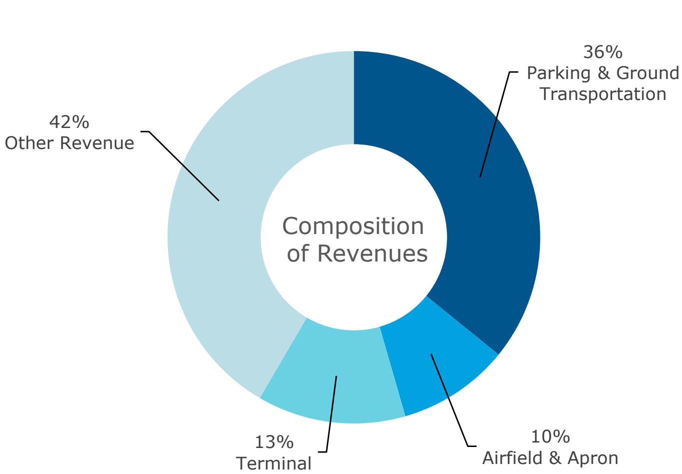
Note: 2017 and prior does not conform to GASB 75

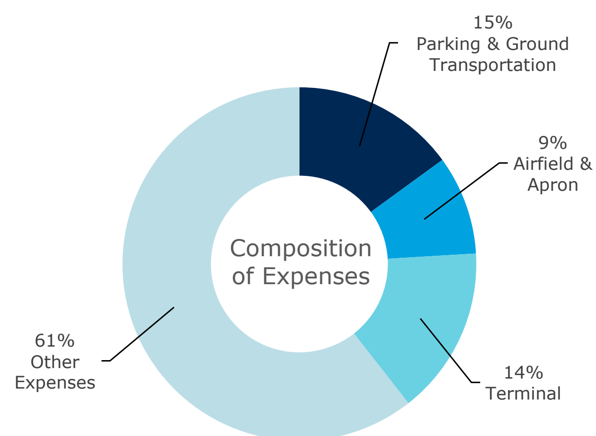




Revenues and Expenses by Area
For the 10 Years Ended December 31, 2024
(In thousands)

	2024		2023	2022	2021	2020	2019	2018	2017	2016	2015
REVENUES:											
Parking & Ground Transportation	$ 73,855	36%	$ 65,354	$ 54,778	$ 40,607	$ 25,316	$ 59,365	$ 51,475	$ 47,944	$ 46,894	$ 43,926
Airfield & Apron	19,963	10%	25,323	27,054	22,955	15,645	22,589	26,326	25,973	20,072	21,533
Terminal	26,536	13%	23,963	20,093	20,763	20,730	24,464	24,052	23,924	22,473	17,723
Other Revenue	85,635	42%	99,368	85,642	60,434	52,829	56,758	45,127	41,667	40,128	36,363
Total Revenues	**205,989**	**100%**	**214,008**	**187,567**	**144,759**	**114,520**	**163,176**	**146,980**	**139,508**	**129,567**	**119,545**
EXPENSES:											
Parking & Ground Transportation	17,742	15%	14,902	16,732	12,559	11,578	16,930	16,603	14,560	10,967	10,691
Airfield & Apron	10,758	9%	21,526	26,244	23,407	22,038	23,855	23,862	21,959	20,658	21,328
Terminal	18,217	14%	27,331	22,560	20,602	21,942	23,871	24,864	24,970	22,266	20,910
Other Expenses	71,770	61%	35,550	29,122	8,739	24,282	48,752	17,664	22,975	18,160	17,480
Expenses Before Depreciation:	**118,487**	**100%**	**99,309**	**94,658**	**65,307**	**79,840**	**113,408**	**82,993**	**84,464**	**72,051**	**70,409**
Depreciation	53,376		52,630	52,195	50,717	49,283	48,800	47,232	46,107	44,160	42,811
Total Expenses	**171,863**		**151,939**	**146,853**	**116,024**	**129,123**	**162,208**	**130,225**	**130,571**	**116,211**	**113,220**
Income Before Capital Contributions, Specials & Extraordinary Items	**$ 34,126**		**$ 62,069**	**$ 40,714**	**$ 28,735**	**$ (14,603)**	**$ 968**	**$ 16,755**	**$ 8,937**	**$ 13,356**	**$ 6,325**





PAGE INTENTIONALLY LEFT BLANK

Statements of Net Position

For the 10 Years Ended December 31, 2024
(In thousands)

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
ASSETS										
Current Assets - Unrestricted	**$ 164,440**	**$ 177,877**	**$ 160,433**	**$ 118,245**	**$ 134,064**	**$ 81,256**	**$ 73,726**	**$ 71,541**	**$ 75,994**	**$ 50,362**
Non-Current Assets										
Non-Current Assets - Unrestricted	1,288,888	1,049,855	1,024,029	934,230	881,440	819,324	792,402	792,554	790,591	796,510
Non-Current Assets - Restricted	99,104	77,355	60,303	56,103	83,648	187,961	104,162	83,747	70,702	66,385
Total Non-Current Assets	**1,387,992**	**1,127,210**	**1,084,332**	**990,333**	**965,088**	**1,007,285**	**896,564**	**876,301**	**861,293**	**862,895**
Total Assets	**1,552,433**	**1,305,086**	**1,244,765**	**1,108,578**	**1,099,152**	**1,088,541**	**970,290**	**947,842**	**937,287**	**913,257**
Deferred Outflows of Resources	19,289	28,669	10,889	9,855	10,951	18,903	9,187	16,904	12,027	5,728
Total Assets & Deferred Outflows of Resources	**$ 1,571,722**	**$ 1,333,755**	**$ 1,255,654**	**$ 1,118,433**	**$ 1,110,103**	**$ 1,107,444**	**$ 979,477**	**$ 964,746**	**$ 949,314**	**$ 918,985**
LIABILITIES										
Current Liabilities - Unrestricted	**$ 271,555**	**$ 34,781**	**$ 29,472**	**$ 21,504**	**$ 26,502**	**$ 29,189**	**$ 28,687**	**$ 26,994**	**$ 28,320**	**$ 24,144**
Long-Term Liabilities										
Payable from Restricted Assets - Due within 1 Year	11,544	45,426	51,226	44,562	46,850	30,764	21,143	20,151	19,388	10,961
Payable from Restricted Assets - Due More Than 1 Year	152,347	164,972	128,478	150,841	194,274	221,229	110,850	113,037	116,965	132,250
Total Long-Term Liabilities	**163,892**	**210,398**	**179,706**	**195,403**	**241,124**	**251,993**	**131,993**	**133,188**	**136,353**	**143,211**
Total Liabilities	**435,447**	**245,179**	**209,178**	**216,907**	**267,626**	**281,182**	**160,680**	**160,182**	**164,673**	**167,355**
Deferred Inflows of Resources	81,342	91,331	119,664	24,472	13,841	1,167	8,330	678	1,028	379
NET POSITION										
Net Investment in Capital Assets	725,827	696,862	666,031	673,203	667,943	675,610	679,579	667,630	660,463	649,278
Restricted:										
Passenger Facility Charges	38,002	25,065	11,512	2,011	-	44,132	30,185	15,593	4,568	-
Customer Facility Charges (Rental Cars)	24,564	21,954	23,752	29,710	54,285	48,777	59,060	53,968	52,899	43,189
Bond Reserves	27,280	26,457	22,353	23,253	22,167	21,992	13,584	13,502	12,725	22,087
Net Pension Asset	686	-	-	-	-	-	-	-	-	-
Net OPEB Asset	1,559	-	-	-	-	-	-	-	-	-
Asset Forfeiture	1,795	1,460	1,348	689	694	542	-	-	-	-
Total Net Position - Restricted	**93,886**	**74,936**	**58,965**	**55,663**	**77,146**	**115,443**	**102,829**	**83,063**	**70,192**	**65,276**
Net Position - Unrestricted	235,220	225,447	201,816	148,188	83,547	34,042	28,059	53,193	52,958	36,697
TOTAL NET POSITION	**1,054,933**	**997,245**	**926,812**	**877,054**	**828,636**	**825,095**	**810,467**	**803,886**	**783,613**	**751,251**
Total Liabilities & Net Position	**$ 1,571,722**	**$ 1,333,755**	**$ 1,255,654**	**$ 1,118,433**	**$ 1,110,103**	**$ 1,107,444**	**$ 979,477**	**$ 964,746**	**$ 949,314**	**$ 918,985**

Schedule of Insurance in Force
As of January 1, 2025

Type of Coverage	Insurer		Policy Limit	Expiration Date
AIRPORT PROPERTY INSURANCE				
Building & Contents Including Mobile Equipment	Continental Casualty Company (CNA)	$	500,000,000 *	11/01/25
LIABILITY INSURANCE				
Aviation Liability Primary	ACE Property & Casualty Insurance Company	$	100,000,000	11/01/25
Aviation Liability Excess	Underwriters at Lloyd's, London	$	650,000,000	11/01/25
Drone Hull & Liability	Global Aerospace, Inc.	$	10,000,000	11/01/25
Business Auto	Hudson Insurance Company	$	1,000,000	11/01/25
Pollution Liability (LCK, CMH, TZR) *(includes storage tank pollution)*	Mosaic-Americas Insurance Services LLC	$	10,000,000	01/01/28
Public Officials & Employment Practices Liability	ACE American Insurance Company	$	10,000,000	11/01/25
Police Professional Primary	Greenwich Insurance Company (AXA XL)	$	3,000,000	11/01/25
Police Professional Excess	Kinsale Insurance Company	$	7,000,000	11/01/25
Crime	National Union Fire Insurance Company of Pittsburgh, PA	$	1,000,000	11/01/25
Fiduciary Liability	Federal Insurance Company (Chubb)	$	1,000,000	11/01/25
Special Crime	Federal Insurance Company (Chubb)	$	5,000,000	11/01/25
Active Shooter/Malicious Attack	Underwriters at Lloyds, London (Hiscox)	$	1,000,000	11/01/25
International Commercial Insurance	ACE American Insurance Company (Chubb)	$	1,000,000	11/01/25
Hotel Liability Primary	FCCI Insurance Company	$	5,000,000	11/01/25
Hotel Liability Excess	Continental Insurance Company (CNA)	$	9,000,000	11/01/25
Cyber Liability	Syndicate 2623 at Lloyd's, London	$	5,000,000	11/01/25
SURETY				
Surety Bonds	Western Surety Company & Liberty Mutual Ins Group	$	250,000	varies
WORKERS' COMPENSATION & EMPLOYERS' LIABILITY INSURANCE				
Excess Workers' Compensation & Employers' Liability *Underlying Self Insured $1,000,000*	Arch Insurance Company (all workers)		Statutory	11/01/25
EMPLOYEE BENEFITS (HEALTH, LIFE, DENTAL)				
Individual Stop Loss	HM Life		Unlimited	04/30/25
Aggregate Stop Loss	HM Life	$	1,000,000	04/30/25

* Limit noted is per occurrence limit. Replacement values insured: $1,180,770,059

Debt Capacity

Ratios of Outstanding Debt

For The 10 Years Ended December 31, 2024

(In thousands except outstanding debt per enplaned passenger)

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
OUTSTANDING DEBT BY TYPE:										
Revolving Bank Loan	$ 217,401	$ 37,500	$ 37,501	$ 31,372	$ 31,372	$ 17,395	$ 9,659	$ 9,500	$ 9,500	$ 2,000
General Airport Revenue Bond	16,070	19,000	29,252	39,927	50,522	60,864	71,017	80,983	90,361	108,727
CFC Revenue Bond	85,900	88,095	90,230	92,305	94,325	94,325	-	-	-	-
SBITA Liability	6,185	6,882	-	-	-	-	-	-	-	-
Total Outstanding Debt	**$ 325,555**	**$ 151,477**	**$ 156,983**	**$ 163,604**	**$ 176,219**	**$ 172,584**	**$ 80,676**	**$ 90,483**	**$ 99,861**	**$ 110,727**
Enplaned Passengers	4,475	4,175	3,722	2,905	1,628	4,315	4,076	3,785	3,659	3,393
Outstanding Debt Per Enplaned Passenger	**$ 72.75**	**$ 36.28**	**$ 42.18**	**$ 56.31**	**$ 108.23**	**$ 40.00**	**$ 19.79**	**$ 23.91**	**$ 27.29**	**$ 32.63**

Ratios of General Airport Revenue Debt and Obligation Coverages

For the 10 Years Ended December 31, 2024

(In thousands except coverage)

				Debt Obligation Requirements			
Year	**Gross Revenue (1)**	**Operating Expense (2)**	**Net Revenue Available for Debt & Obligation Payments**	**Principal**	**Interest**	**Total**	**Coverage**
2024	$165,369	($100,746)	$64,622	$3,003	$429	$3,433	18.83
2023	$184,124	($95,398)	$88,726	$2,930	$570	$3,500	25.35
2022	$149,043	($81,606)	$67,437	$10,253	$1,407	$11,660	5.78
2021	$122,285	($56,563)	$65,722	$10,675	$1,048	$11,723	5.61
2020	$104,360	($76,217)	$28,143	$10,595	$1,248	$11,843	2.38
2019	$118,605	($93,607)	$24,998	$10,342	$1,491	$11,833	2.11
2018	$125,776	($87,986)	$37,790	$10,152	$1,708	$11,860	3.19
2017	$115,272	($83,889)	$31,383	$9,966	$1,782	$11,748	2.67
2016	$112,873	($75,926)	$36,947	$9,378	$3,477	$12,855	2.87
2015	$98,092	($67,475)	$30,617	$7,852	$2,747	$10,599	2.89

Source: The Authority's Accounting Department

(1) Gross revenue includes Operating Revenue, Investment Income, Other Non-Operating Revenues, Gain (Loss) on Securities, Gain (Loss) on Disposal of Assets and Special & Extraordinary Items.

(2) Direct Operating Expense excludes Depreciation

Schedule of Customer Facility Charge Transactions & Collections
For the 10 Years Ended December 31
(In thousands)

Year	Transactions	Transaction Days	CFC's Collected
2024	471	2,018	$ 9,956
2023	421	1,646	$ 9,079
2022	371	1,461	$ 8,030
2021	276	1,126	$ 6,254
2020	217	833	$ 4,716
2019	541	1,780	$ 10,967
2018	523	1,694	$ 10,451
2017	509	1,610	$ 10,035
2016	535	1,675	$ 9,205
2015	531	1,557	$ 7,374

Source: The Authority's Accounting Department

Ratios of Customer Facility Charge Debt and Obligation Coverages
For the Years Ended December 31
(In thousands except coverage)

	2024	2023	2022	2021	2020
Pledged Revenues					
CFC Revenues	$ 9,956	$ 9,079	$ 8,030	$ 6,254	$ 4,717
Interest Earned on Deposits	981	684	248	243	1,000
Surplus Fund Withdrawal	-	-	-	615	-
Total Pledged Revenues	**$ 10,936**	**$ 9,763**	**$ 8,278**	**$ 7,112**	**$ 5,717**
Deposits to:					
CFC Debt Service Fund	$ 5,692	$ 5,692	$ 5,691	$ 5,690	$ 3,670
CFC Renewal & Replacement Fund	-	1,400	1,400	467	-
Total Required Deposits	**$ 5,692**	**$ 7,092**	**$ 7,091**	**$ 6,157**	**$ 3,670**
Rate Covenant					
CFC Revenues must be the greater of at least:					
(i) 100% (1.00) of Deposits to Funds	1.92	1.38	1.17	1.16	1.56
(ii) 125% (1.25) of Debt Service	1.92	1.72	1.45	1.25	1.56
Including Debt Service Coverage[(1)]					
Pledged Revenues	$ 10,936	$ 9,763	$ 8,278	$ 7,112	$ 5,717
Add: Debt Service Coverage Fund	1,505	1,510	1,270	1,475	1,455
Total Available for Debt Service	**$ 12,441**	**$ 11,273**	**$ 9,548**	**$ 8,587**	**$ 7,172**
Debt Service	$ 5,692	$ 5,692	$ 5,691	$ 5,690	$ 3,670
Ratio with Debt Service Coverage Fund	2.19	1.98	1.68	1.51	1.95

Source: The Authority's Accounting Department

(1) The Rate Covenant calculation presentation is pursuant to the Rate Covenant definition in the CFC Master Trust Agreement. The debt service coverage calculation including the balance in the Debt Service Coverage Fund (presented at the bottom of the table) is not part of the Rate Covenant. It is included in this table to demonstrate the coverage if all available funds are considered.

Operating Information

Capital Asset Statistics By Function

For the Year Ended December 31, 2024

Airport Codes:
CMH John Glenn Columbus International Airport|**LCK** Rickenbacker International Airport|**TZR** Bolton Field Airport

	CMH		LCK		TZR	
Location	6 miles East of downtown Columbus		10 miles South of downtown Columbus		8 miles Southwest of downtown Columbus	
Elevation:	815 ft		744 ft		904 ft	
International:	Yes: FIS facility		Yes: FIS facility		No	
Tower:	24/7 daily + TRACON		24/7 daily		0730-1930 daily	
FBO:	Lane Aviation, Signature		Rickenbacker Aviation		Bolton Aviation	
Acres (+/-):	2,271		4,342		1,307	
Runways:	10L-28R: ILS, GPS	8,000 x 150 ft	5L-23R: ILS, GPS	11,902 x 150 ft	4-22: ILS, GPS	5,500 x 100 ft
	10R-28L: ILS, GPS	10,113 x 150 ft	5R-23L: ILS, GPS	12,102 x 200 ft		

	CMH	LCK		TZR
TERMINAL (square feet):				
Airlines	250,814	-		-
Tenants	76,846	706		307
Public/Common	241,396	14,872		2,015
Mechanical	98,556	1,054		1,290
Other	231,769	25,819		3,078
Total	**899,381**	**42,451**		**6,690**
Number of Passenger Gates	33	2		-
Number of Loading Bridges	31	2		-
Number of Concessionaires	48	1		1
Number of Rental Car Agencies	9	1		-
APRON (square feet):				
Commercial Airlines - sq ft	1,394,395	-		-
Cargo Airlines - sq ft	-	3,210,300		-
FBO - sq ft	487,900	474,100		39,600
Total	**1,882,295**	**3,684,400**		**39,600**
PARKING:				
Spaces Assigned:				
Garage:		Main Lot	350	-
Short-term	274	Overflow Lot	205	-
Long-term	4,434	Lot 3	350	-
Walking Lot	294	-		-
Shuttle/Remote Lots:				-
Red Lot	5,052	-		-
Green Lot	2,101	-		-
Employee Lots:		-		-
CRAA Employees	294			
17th Avenue Lot	1,217			
Valet	239			
Total	**13,905**		**905**	**-**
CARGO (square feet):				
Air Cargo Buildings	60,000	291,120		-
Total	**60,000**	**291,120**		**-**

Source: The Authority's Accounting Department

Air Commerce Trends - John Glenn Columbus International Airport
For the 10 Years Ended December 31, 2024

Year	Total Passenger Volume	% Change	Cargo(1)	Freight(2)	Mail
				(In pounds)	
2024	8,965,614	7.0	243,917	8,023,989	197,200
2023	8,375,611	12.3	465,505	8,801,891	713,045
2022	7,455,031	28.0	511,065	7,452,125	1,222,420
2021	5,822,322	78.1	225,779	6,968,313	1,656,267
2020	3,269,127	(62.2)	80,622	4,768,040	1,643,353
2019	8,637,108	6.1	127,082	6,309,020	3,646,648
2018	8,141,656	7.5	316,735	6,520,856	2,801,232
2017	7,576,592	3.4	282,117	7,844,389	3,043,960
2016	7,324,180	4.9	150,020	7,395,351	2,601,198
2015	6,979,393	9.8	254,184	7,471,160	3,658,735

Source: The Authority's Business Development Department

1) Freight carried by cargo carriers

2) Freight carried in the belly of an air carrier

Air Commerce Trends - Rickenbacker International Airport
For the 10 Years Ended December 31, 2024

Year	Total Passenger Volume	% Change	Cargo (In pounds)	% Change
2024	284,777	(4.2)	90,094,321	(29.9)
2023	297,159	1.4	128,561,129	(43.0)
2022	293,000	(0.9)	225,453,783	(33.4)
2021	295,584	42.7	338,686,894	28.0
2020	207,160	(32.9)	264,547,612	(7.7)
2019	308,780	0.5	286,723,956	(4.7)
2018	307,247	15.2	300,966,560	17.6
2017	266,624	31.2	255,961,923	26.6
2016	203,269	22.3	202,159,519	1.8
2015	166,251	81.6	198,596,025	15.9

Source: The Authority's Business Development Department

Airline Cost Per Enplaned Passenger - John Glenn Columbus International Airport

For the 10 Years Ended December 31, 2024

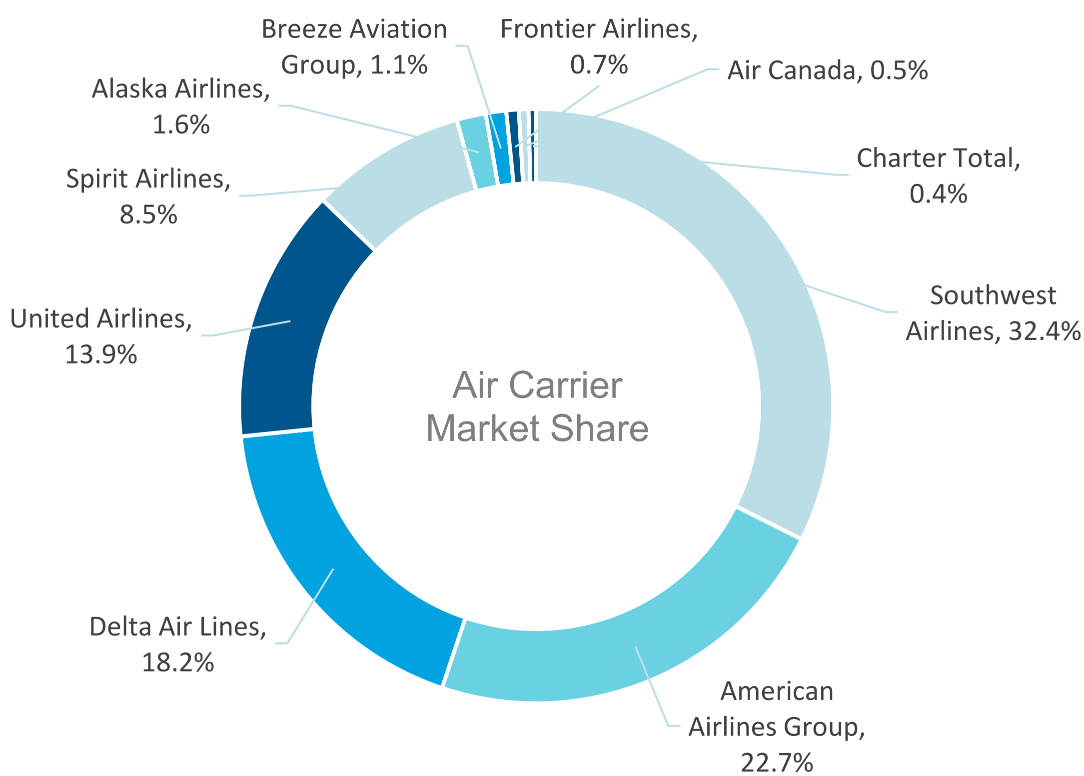
(In thousands except airline cost per enplaned passenger)

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Airline Cost for the Airfield Area	$26,870	$23,690	$21,501	$18,708	$14,602	$19,099	$17,516	$15,813	$16,585	$16,278
Airline Cost for the Terminal Building	15,317	14,718	13,861	13,609	14,917	17,258	17,803	16,610	15,044	13,513
Airline Cost for the Aircraft Parking Area	2,906	3,862	3,804	3,318	3,828	4,170	4,428	4,072	3,996	3,894
General Airline Credit	(6,266)	(5,551)	(2,995)	(4,898)	(6,445)	(5,485)	(5,722)	(5,884)	(5,638)	(4,804)
COVID Relief Credit	-	244								
Supplemental Airline Credit	(3,500)	-	-	-	-	(1,750)	(1,750)	(1,000)	(3,750)	(3,250)
Total Airline Cost	**$35,327**	**$36,963**	**$36,171**	**$30,737**	**$26,902**	**$33,292**	**$32,275**	**$29,611**	**$26,237**	**$25,631**
Enplanements	4,475	4,175	3,722	2,905	1,628	4,315	4,076	3,785	3,659	3,393
Airline Cost per Enplaned Passenger	**$7.89**	**$8.85**	**$9.72**	**$10.58**	**$16.52**	**$7.72**	**$7.92**	**$7.82**	**$7.17**	**$7.55**

NOTE: The Authority negotiated a five year agreement effective January 1, 2020 and ending December 31, 2024. The rates and charges are calculated pursuant to formulas set forth in the agreement.

Air Carrier Market Shares - John Glenn Columbus International Airport
For the 10 Years Ended December 31, 2024

	Market Share Percentage	Total Airline Passengers	TOTAL AIRLINE PASSENGERS								
	2024	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
1 Southwest Airlines	32.4%	2,897,073	2,721,230	2,520,265	1,936,712	1,155,670	2,851,702	2,890,907	2,752,826	2,645,139	2,377,201
2 American Airlines Group	22.7%	2,033,268	1,968,083	1,806,529	1,397,503	769,026	2,053,530	1,872,685	1,844,684	1,859,983	1,853,766
3 Delta Air Lines	18.2%	1,630,960	1,489,935	1,334,935	1,086,864	589,301	1,851,913	1,744,491	1,632,707	1,606,157	1,557,554
4 United Airlines	13.9%	1,238,353	1,220,466	951,913	652,455	391,700	1,127,247	1,003,910	947,266	960,786	917,109
5 Spirit Airlines	8.5%	757,333	564,967	510,835	526,544	247,693	450,710	352,647	-	-	-
6 Alaska Airlines	1.6%	142,232	138,837	100,822	79,847	47,143	74,366	-	-	-	-
7 Breeze Aviation Group	1.1%	99,441	84,239	58,686	28,972	-	-	-	-	-	-
8 Frontier Airlines	0.7%	60,613	83,673	98,316	75,347	46,425	113,259	162,034	288,602	150,504	-
9 Air Canada	0.5%	46,392	49,449	40,947	11,525	9,500	73,230	73,466	68,992	65,461	52,704
Commercial Total	**99.6%**	**8,905,665**	**8,320,879**	**7,423,248**	**5,795,769**	**3,256,458**	**8,595,957**	**8,100,140**	**7,535,077**	**7,288,030**	**6,758,334**
Scheduled Charter	0.2%	17,777	17,884	16,322	13,575	2,864	5,973	8,634	7,662	6,596	10,593
Non-Scheduled Charter	0.2%	17,771	16,502	15,461	12,978	9,805	35,178	32,882	33,853	29,554	27,466
Charter Total	**0.4%**	35,548	**34,386**	**31,783**	**26,553**	**12,669**	**41,151**	**41,516**	**41,515**	**36,150**	**38,059**
Total Passengers	**100.0%**	**8,941,213**	**8,355,265**	**7,455,031**	**5,822,322**	**3,269,127**	**8,637,108**	**8,141,656**	**7,576,592**	**7,324,180**	**6,796,393**



Economic and Demographic Information

Top Ten Customers
For the Ten Years Ended December 31, 2024
(In thousands)

	2024 % of Operating Revenue		2024 Revenue		2015 Revenue
Southwest Airlines	7.7%	$	11,480	$	11,375
American Airlines Group	6.5%		9,658		7,352
Delta Air Lines	5.2%		7,699		6,790
United Airlines	4.3%		6,381		3,556
Avis Budget Car Rental	2.8%		4,135		2,327
Byers Car Rental	2.2%		3,263		2,418
HMS Host	2.2%		3,226		2,230
UBER	2.2%		3,222		-
Spirit Airlines	2.1%		3,196		-
EAN Holdings - National Alamo	1.9%		2,764		1,698
Remainder	63.1%		94,031		58,132
Total Operating Revenue	**100.0%**	**$**	**149,055**	**$**	**95,878**

Source: The Authority's Accounting Department

Budgeted Employees By Department
For the 10 Years Ended December 31, 2024

	2024[1]	2023[1]	2022[1]	2021[1]	2020[1]	2019	2018	2017	2016	2015
Administration, Legal & Communications	18	17	17	16	21	24	25	25	25	23
Airfield Services	67	62	64	59	68	86	87	87	95	107
Business Development & Real Estate	11	12	12	10	13	13	16	16	16	15
Asset Management	6	6	6	6	12	11	17	16	14	14
Facilities & Custodial	105	107	108	105	112	112	115	116	115	115
Finance & Accounting	13	13	13	14	16	16	16	17	17	17
Human Resources	10	10	10	10	10	11	13	11	11	9
Innovation & Technology	24	23	22	19	18	22	26	25	25	22
Airfield Operations	43	42	43	39	37	42	44	36	35	34
Parking & Ground Transportation	9	8	8	9	10	11	12	12	12	12
Planning & Construction Administration	13	15	18	15	22	28	27	25	24	21
Public Safety	66	66	63	64	64	63	63	64	60	60
Total	**385**	**381**	**384**	**366**	**403**	**439**	**461**	**450**	**449**	**449**

(1) Includes Full-time and Part-time employee counts only. Seasonal positions are not included.

Largest Employers in the Central Ohio Area
Ranked by Number of Full Time Employees

		% of Total 2023 Employment	2023	% of Total 2015 Employment	2015
1	OHIO STATE UNIVERSITY	3.33%	36,433	2.74%	29,601
2	OHIOHEALTH	2.25%	24,662	1.43%	15,417
3	STATE OF OHIO	2.21%	24,217	2.20%	23,680
4	JPMORGAN CHASE & CO.	1.70%	18,600	1.73%	18,700
5	NATIONWIDE CHILDREN'S HOSPITAL	1.28%	14,037	0.86%	9,262
6	KROGER	1.28%	14,006	0.99%	10,713
7	NATIONWIDE	1.01%	11,000	1.26%	13,570
8	AMAZON	0.85%	9,262	0.00%	-
9	CITY OF COLUMBUS	0.84%	9,150	0.80%	8,616
10	MOUNT CARMEL HEALTH SYSTEM	0.75%	8,200	0.82%	8,840
11	HONDA	0.73%	8,000	0.99%	10,701
12	CARDINAL HEALTH INC.	0.40%	4,353	0.47%	5,058
13	BATH & BODY WORKS	0.37%	4,052	0.00%	-
14	HUNTINGTON BANCSHARES INC.	0.35%	3,776	0.52%	5,614
15	GIANT EAGLE INC.	0.32%	3,500	0.36%	3,876
16	COLUMBUS STATE COMMUNITY COLLEGE	0.30%	3,234	0.00%	-
17	CAMERON MITCHELL RESTAURANTS	0.28%	3,075	0.00%	-
18	AMERICAN ELECTRIC POWER CO. INC.	0.28%	3,058	0.35%	3,733
19	BREAD FINANCIAL HOLDINGS INC.	0.27%	3,000	0.00%	-
20	COVELLI ENTERPRISES	0.27%	2,925	0.25%	2,750
21	SOUTH-WESTERN CITY SCHOOLS	0.25%	2,732	0.00%	-
22	FEDEX	0.25%	2,710	0.00%	-
23	DLAND LAND AND MARITIME	0.25%	2,700	0.00%	-
24	UNITEDHELATH GROUP	0.23%	2,500	0.00%	-
25	DUBLIN CITY SCHOOLS	0.23%	2,500	0.00%	-
	Other Employers	79.74%	871,987	84.23%	908,514

Information on The List was obtained from individual employers via online survey, and by One Columbus.

(1) - Not listed within the top 25

Estimated Civilian Labor Force and Annual Average Unemployment Rates
For the 10 Years Ended December 31, 2024
(Labor force in thousands)

	FRANKLIN COUNTY		COLUMBUS MSA[1]		OHIO		U.S.
Year	Labor Force[2]	Unemployment Rate[3]	Labor Force[2]	Unemployment Rate[3]	Labor Force[2]	Unemployment Rate[3]	Unemployment Rate[3]
2024	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2023	714.1	3.1%	1,129.2	3.1%	5.786	3.5%	3.6%
2022	710.4	3.4%	1,123.2	3.4%	5.741	4.0%	3.6%
2021	709.1	5.0%	1,118.0	4.6%	5.737	5.1%	5.3%
2020	699.9	7.5%	1,102.1	7.1%	5.734	8.2%	8.1%
2019	703.2	3.6%	1,110.2	3.6%	5.871	4.2%	3.7%
2018	692.9	3.8%	1,091.2	3.9%	5.815	4.5%	3.9%
2017	686.5	4.1%	1,082.8	4.1%	5.819	5.0%	4.4%
2016	669.4	4.1%	1,060.0	4.2%	5.754	5.0%	4.9%
2015	658.0	4.1%	1,042.2	4.2%	5.710	5.0%	5.3%

Source: Ohio Department of Job & Family Services, Office of Workforce Development (Preliminary data which is subject to change)

(NA) Data not available for this year.

[1] The Columbus Metropolitan Statistical Area (MSA) includes Delaware, Franklin, Licking, Madison, Morrow, Pickaway and Union Counties

[2] Civilian labor force is the estimated number of persons 16 years of age and over, working or seeking work

[3] The unemployment rate is equal to the estimate of unemployed persons divided by the estimated civilian labor force

Population and Personal Income Statistics
For the 10 Years Ended December 31, 2024

	FRANKLIN COUNTY			COLUMBUS MSA[1]			OHIO			U.S.
YEAR	Personal Income (in thousands)[2]	Population (in thousands)[3]	Per Capita Personal Income[4]	Personal Income (in thousands)[2]	Population (in thousands)[3]	Per Capita Personal Income[4]	Personal Income (in millions)[2]	Population (in thousands)[3]	Per Capita Personal Income[4]	Per Capita Personal Income[4]
2024	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2023	$ 84,701	1,326	$ 63,874	$ 142,322	2,180	$ 65,277	$ 724,779	11,786	$ 61,495	$ 69,810
2022	$ 80,822	1,322	$ 61,148	$ 134,720	2,162	$ 62,311	$ 686,658	11,760	$ 58,391	$ 66,244
2021	$ 78,754	1,317	$ 59,783	$ 130,792	2,147	$ 60,921	$ 674,621	11,765	$ 57,340	$ 64,460
2020	$ 72,086	1,324	$ 54,427	$ 119,521	2,142	$ 55,801	62344..8	11,798	$ 52,842	$ 59,123
2019	$ 66,895	1,319	$ 50,727	$ 110,690	2,128	$ 52,024	$ 582,300	11,789	$ 49,395	$ 55,567
2018	$ 64,858	1,309	$ 49,564	$ 106,584	2,108	$ 50,570	$ 562,523	11,763	$ 47,821	$ 53,311
2017	$ 62,542	1,296	$ 48,245	$ 102,378	2,086	$ 49,084	$ 541,289	11,738	$ 46,114	$ 51,006
2016	$ 60,509	1,275	$ 47,451	$ 98,107	2,055	$ 47,741	$ 521,623	11,702	$ 44,574	$ 48,974
2015	$ 59,263	1,258	$ 47,114	$ 95,257	2,030	$ 46,931	$ 511,340	11,675	$ 43,799	$ 48,062

Source: U.S. Department of Commerce, Bureau of Economic Analysis, Interactive Data Application

All dollar estimates are in current dollars (not adjusted for inflation).

(NA) Data not available for this year.

[1] The Columbus Metropolitan Statistical Area (MSA) includes Delaware, Fairfield, Franklin, Hocking, Licking, Madison, Morrow, Perry, Pickaway and Union Counties

[2] The personal income of an area is the income that is received by, or on behalf of, all the individuals who live in the area; therefore, the estimates of personal income are presented by the place of residence of the income recipients.

[3] Census Bureau midyear population estimates. Estimates for 2012-2020 reflect county population estimates available as of March 2020.

[4] Per capita personal income is total personal income divided by total midyear population.

COMPLIANCE SECTION

This section contains the following subsections:

plante moran

Plante & Moran, PLLC
3434 Granite Circle
Toledo, OH 43617
Tel: 419.843.6000
Fax: 419.843.6099
plantemoran.com

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

Independent Auditor's Report

To Management and the Board of Directors
Columbus Regional Airport Authority

We have audited, 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, the basic financial statements of Columbus Regional Airport Authority (the "Authority") as of and for the year ended December 31, 2024 and the related notes to the basic financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated April 1, 2025.

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 Authority'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*.

PRAXITY™ Empowering Business Globally

To Management and the Board of Directors
Columbus Regional Airport Authority

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 Authority'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 Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Plante & Moran, PLLC

April 1, 2025

Plante & Moran, PLLC
3434 Granite Circle
Toledo, OH 43617
Tel: 419.843.6000
Fax: 419.843.6099
plantemoran.com

Report on Compliance for Each Major Federal Program and Report on Internal Control Over Compliance Required by the Uniform Guidance; Report on Compliance for the Passenger Facility Charge Program as Required by the Guide

Independent Auditor's Report

To the Board of Directors
Columbus Regional Airport Authority

Report on Compliance for Each Major Federal Program and the Passenger Facility Charge Program

Opinion on Each Major Federal Program and the Passenger Facility Charge Program

We have audited Columbus Regional Airport Authority's (the "Authority") compliance with the types of compliance requirements identified as subject to audit in the U.S. Office of Management and Budget (OMB) *Compliance Supplement* that could have a direct and material effect on the Authority's major federal program for the year ended December 31, 2024. In addition, we audited compliance with the applicable requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration, and the requirements in 14 CRF 158.63 (collectively, the "Guide") for the year ended December 31, 2024. The Authority's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs. The passenger facility charge program is identified in the schedule of passenger facility charge collections and expenditures.

In our opinion, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on the major federal program and the passenger facility charge program for the year ended December 31, 2024.

Basis for Opinion on Each Major Federal Program and the Passenger Facility Charge Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; 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* (the "Uniform Guidance"); the applicable requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration; and the requirements in 14 CFR 158.63. Our responsibilities under those standards, the Uniform Guidance, 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 that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program and 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 federal program and the passenger facility charge program.

To the Board of Directors
Columbus Regional Airport Authority

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 GAAS, *Government Auditing Standards*, the Uniform Guidance, and the Guide will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for 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 and the passenger facility charge program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, the Uniform Guidance, 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 Uniform Guidance and 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 or the passenger facility charge 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 or the passenger facility charge 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 or the passenger facility charge 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.

To the Board of Directors
Columbus Regional Airport Authority

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 and the Guide. Accordingly, this report is not suitable for any other purpose.

Plante & Moran, PLLC

April 1, 2025

Schedule of Expenditures of Federal Awards
For the Year Ended December 31, 2024

Federal Grantor	Federal CFDA Number	Grant Number Or Pass-through Entity Identifying Number	Federal Receipts	Total Amount Provided to Subrecipients	Federal Expenditures
DEPARTMENT OF TRANSPORTATION:					
Direct:					
Federal Aviation Administration					
Airport Improvement Program (AIP):	20.106				
Runway 5R-23L Rehab and MOS Phase 2B		3-39-0117-50	$ 1,133,233	$ -	$ 1,133,233
SRE - Four Mulit-Tasking Equipment (MTEs) and Two Brooms		3-39-0117-57	638,100	-	638,100
Reconstruct Vehicle Service Road (1,185' X 60') - Reimbursement		3-39-0117-058	703,287	-	703,287
Shift/Reconfigure Taxiway C - Design Phase 2 and 3		3-39-0025-101	486,234	-	486,234
Shift/Reconfigure Taxiway C - Construction Phase 2		3-39-0025-102	988,653	-	988,653
Update Noise Exposure Maps (NEMs) and Part 150 Noise Compatibility Study Document		3-39-0025-103	80,962	-	80,962
Subtotal Federal Aviation Administration			4,030,469	-	4,030,469
Pass Through:					
National Highway Traffic Safety Administration - Passed through Franklin County					
Minimum Penalties for Repeat Offenders for Driving While Intoxicated	20.600	OVI-2024-Franklin County Sheriff's-004	3,841	-	3,678
Subtotal National Highway Traffic Safety Administration			3,841	-	3,678
TOTAL DEPARTMENT OF TRANSPORTATION			4,034,310	-	4,034,147
DEPARTMENT OF JUSTICE:					
Direct:					
Drug Enforcement Agency - Equitable Sharing Program	16.922	N/A	927,706		544,978
TOTAL DEPARTMENT OF JUSTICE			927,706	-	544,978
TOTAL FEDERAL AWARDS			$ 4,962,016	$ -	$ 4,579,125

See Accompanying Notes to Schedule of Expenditures of Federal Awards

NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

For the Year Ended December 31, 2024

Note 1 | Basis of Presentation

The accompanying Schedule of Expenditures of Federal Awards (the “Schedule”) presents the activity of all federal assistance programs of the Columbus Regional Airport Authority (the “Authority”). The Authority’s reporting entity is defined in Note 1 to the Authority’s financial statements. The information in the 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 (the “Uniform Guidance”).

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.

Note 2 | Basis of Accounting

The accompanying Schedule is prepared based on cash receipts and disbursements. Consequently, revenues are recognized when received rather than when earned, and expenses are recognized when paid and requested rather than when the obligations are incurred. The basis for determining when federal awards are reported as expended is presented in accordance with the requirements of the Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. wherein certain types of expenditures are not allowable or are limited as to reimbursement. Therefore, some amounts presented in the Schedule may differ from amounts presented in, or used in the preparation of, the basic financial statements.

The Authority has not elected to use the 10-percent de minimus indirect cost rate to recover indirect costs as allowed under the Uniform Guidance.

Note 3 | Subrecipients

The Authority did not pass through any federal awards to subrecipients.

Schedule of Passenger Facility Charges

For the Year Ended December 31, 2024

	Approved for Collection	Approved for Use	Cumulative Total December 31, 2023	Q1	Q2	Q3	Q4	Year Ended December 31, 2024	Cumulative Total December 31, 2024
Collections:									
Passenger Facility Charge Collections			$ 377,507,849	$ 3,768,158	$ 4,240,758	$ 5,477,406	$ 4,214,514	$ 17,700,836	$ 395,208,685
Interest Earned			21,370,521	193,640	209,054	222,877	208,423	833,994	22,204,515
Total Passenger Facility Charge Collections Received			**$ 398,878,370**	**$ 3,961,798**	**$ 4,449,812**	**$ 5,700,283**	**$ 4,422,937**	**$ 18,534,830**	**$ 417,413,200**
Fees			(8,973)	(27)	(27)	(37)	(27)	(118)	(9,091)
Total Passenger Facility Charge Collections Received, Net of Fees			**$ 398,869,397**	**$ 3,961,771**	**$ 4,449,785**	**$ 5,700,246**	**$ 4,422,910**	**$ 18,534,712**	**$ 417,404,109**
Expenditures:									
92-01[1]	$ 18,729,810	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
93-02	35,033,084	-	(3,140,463)	-	-	-	-	-	(3,140,463)
93-03[1]	-	2,949,485	(2,949,485)	-	-	-	-	-	(2,949,485)
95-04	3,443,547	54,256,956	(51,116,493)	-	-	-	-	-	(51,116,493)
96-05	13,291,770	13,291,770	(6,919,360)	-	-	-	-	-	(6,919,360)
97-06	41,322,418	41,322,418	(39,950,193)	-	-	-	-	-	(39,950,193)
04-07	78,266,889	78,266,889	(67,677,338)	-	-	-	(1,368,883)	(1,368,883)	(69,046,221)
08-08[1]	59,990,825	59,990,825	(59,990,825)	-	-	-	-	-	(59,990,825)
10-09	86,972,412	86,972,412	(81,907,690)	-	-	-	-	-	(81,907,690)
19-10	81,390,765	81,390,765	(60,161,293)	-	-	-	(4,229,239)	(4,229,239)	(64,390,532)
Total Passenger Facility Charge Collections Expended	**$ 418,441,520**	**$ 418,441,520**	**$ (373,813,140)**	**$ -**	**$ -**	**$ -**	**$ (5,598,122)**	**$ (5,598,122)**	**$ (379,411,262)**
Cumulative Collections Received Less Collections Expended			**$ 25,065,230**						**$ 38,001,938**

[1] Closed Application.

See Accompanying Notes to Schedule of Passenger Facility Charges

NOTES TO SCHEDULE OF PASSENGER FACILITY CHARGES

For the Year Ended December 31, 2024 (In thousands)

Note 1 | General

The Aviation Safety and Capacity Expansion Act of 1990 (Public Law 101-508, Title II, Subtitle B) authorized domestic airports to impose a Passenger Facility Charge ("PFC") on enplaning passengers. PFCs may be used for airport projects which meet at least one of the following criteria: (1) preserve or enhance safety, security, or capacity of the national air transportation system; (2) reduce noise or mitigate noise impacts resulting from an airport; or (3) furnish opportunities for enhanced competition between or among carriers. Project expenditures may include amounts for the payment of principal, interest, and other financing costs on bonds for which the proceeds are used to pay PFC eligible costs on approved projects. The Authority is currently authorized to collect PFCs in the amount of $4.50 per enplaned passenger.

The Authority has eight approved, open applications. On December 17, 2024, the Authority received approval from the FAA for PFC Application 25-11-C-00-CMH in the amount of $36,462. The collection of PFC's for this application starts on April 1, 2025 and extends the Authority's collections to February 1, 2027. As of December 31, 2024, the Authority has received approximately $395,209 in PFC revenue and $22,234 in interest. The Authority has expended approximately $379,411 on approved projects. As of December 31, 2024, the Authority has collection authority of approximately $1,028 (excludes new application starting in 2025).

Note 2 | Basis of Accounting

The accompanying Schedule of Passenger Facility Charges (the "Schedule") is prepared based on cash receipts and disbursements. Consequently, revenues are recognized when received rather than when earned, and expenses are recognized when paid rather than when the obligations are incurred. Therefore, some amounts presented in the Schedule may differ from amounts presented in, or used in the preparation of, the basic financial statements. 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.

Schedule of Findings and Questioned Costs

For the Year Ended December 31, 2024

Section I | Summary of Auditor’s Results

1. The independent auditors’ report on the financial statements expressed an unmodified opinion.
2. No significant deficiencies or material weaknesses in internal control over financial reporting were identified.
3. No instance of noncompliance considered material to the financial statements was disclosed.
4. No significant deficiencies or material weaknesses in internal control over compliance with requirements applicable to major federal awards programs were identified.
5. The independent auditors’ report on compliance with requirements applicable to major federal award programs expressed an unmodified opinion.
6. The audit disclosed no findings, which are required to be reported by Section 2 CFR 200.516 (a).
7. The organization’s major program was: Airport Improvement Program (“AIP”) (CFDA #20.106).
8. Dollar threshold used to distinguish between Type A and Type B programs: $750,000.
9. The Auditee did qualify as a low-risk auditee as that term is defined in the Uniform Guidance.

Section II | Financial Statement Findings Section

No matters were noted.

Section III | Federal Award Findings and Questioned Cost Section

No matters were noted.

OHIO AUDITOR OF STATE
KEITH FABER

COLUMBUS REGIONAL AIRPORT AUTHORITY

FRANKLIN COUNTY

AUDITOR OF STATE OF OHIO CERTIFICATION

This is a true and correct copy of the report, which is required to be filed pursuant to Section 117.26, Revised Code, and which is filed in the Office of the Ohio Auditor of State in Columbus, Ohio.

Certified for Release 7/22/2025

65 East State Street, Columbus, Ohio 43215
Phone: 614-466-4514 or 800-282-0370