COFFEY COUNTY
AIRPORT AUTHORITY

Burlington, Kansas

Independent Auditor's Report and
Financial Statement with
Supplementary Information

For the Year Ended December 31, 2025

COFFEY COUNTY AIRPORT AUTHORITY
Burlington, Kansas

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JARRED, GILMORE & PHILLIPS, PA
CERTIFIED PUBLIC ACCOUNTANTS

INDEPENDENT AUDITOR'S REPORT

Board of Commissioners
Coffey County Airport Authority
Burlington, Kansas

Adverse and Unmodified Opinions
We have audited the accompanying fund summary statement of regulatory basis receipts, expenditures, and unencumbered cash balances of the Coffey County Airport Authority, as of and for the year ended December 31, 2025 and the related notes to the financial statement.

Adverse Opinion on U.S. Generally Accepted Accounting Principles
In our opinion, because of the significance of the matter discussed in the Basis for Adverse and Unmodified Opinions section of our report, the accompanying financial statement referred to above does not present fairly, in conformity with accounting principles generally accepted in the United States of America, the financial position of the Coffey County Airport Authority as of December 31, 2025, or changes in financial position and cash flows thereof for the year then ended.

Unmodified Opinion on Regulatory Basis of Accounting
In our opinion, the accompanying financial statement referred to above presents fairly, in all material respects, the aggregate cash and unencumbered cash balance of the Coffey County Airport Authority as of December 31, 2025, and the aggregate receipts and expenditures for the year then ended in accordance with the financial reporting provisions of the *Kansas Municipal Audit and Accounting Guide* described in Note 1.

Basis for Adverse and Unmodified Opinions
We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the *Kansas Municipal Audit and Accounting Guide*. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statement section of our report. We are required to be independent of the Airport 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 adverse and unmodified audit opinions.

Matter Giving Rise to Adverse Opinion on U.S. Generally Accepted Accounting Principles
As discussed in Note 1 of the financial statement, the financial statement is prepared by the Coffey County Airport Authority on the basis of the financial reporting provisions of the *Kansas Municipal Audit and Accounting Guide*, which is a basis of accounting other than accounting principles generally accepted in the United States of America. The effects on the financial statement of the variances between the regulatory basis of accounting described in Note 1 and accounting principles generally accepted in the United States of America, although not reasonably determinable, are presumed to be material.

Responsibilities of Management for the Financial Statement
Management is responsible for the preparation and fair presentation of this financial statement in accordance with the *Kansas Municipal Audit and Accounting Guide* as described in Note 1; this includes determining that the regulatory basis of accounting is an acceptable basis for the preparation of the financial statement in the circumstances. Management is also responsible for the design, implementation and maintenance of internal control relevant to the preparation and fair presentation of the financial statement that is free from material misstatement, whether due to fraud or error.

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

Auditor's Responsibilities for the Audit of the Financial Statement

Our objectives are to obtain reasonable assurance about whether the financial statement as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS 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 statement.

In performing an audit in accordance with GAAS, we:

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material misstatement of the financial statement, 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 statement.
- obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Airport 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 statement.
- conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Airport 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.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the fund summary statement of regulatory basis receipts, expenditures, and unencumbered cash balances (basic financial statement) as a whole. The schedule of receipts and expenditures – actual and budget regulatory basis, for each individual fund (Schedules 1 as listed in the table of contents) is presented for purposes of additional analysis and is not a required part of the basic financial statement, however is required to be presented under the provisions of the *Kansas Municipal Audit and Accounting Guide*. 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 statement. The information has been subjected to the auditing procedures applied in the audit of the basic financial statement and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statement or to the basic financial statement itself, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the

accompanying supplementary information is fairly stated in all material respects in relation to the basic financial statement as a whole, on the basis of accounting described in Note 1.

We also previously audited, in accordance with auditing standards generally accepted in the United States of America, the basic financial statement of the Coffey County Airport Authority as of and for the year ended December 31, 2024 (not presented herein), and have issued our report thereon dated May 9, 2025, which contained an unmodified opinion on the basic financial statement. The 2024 basic financial statement and our accompanying report are not presented herein, but are available in electronic form from the web site of the Kansas Department of Administration at the following link https://admin.ks.gov/offices/accounts-reports/local-government/municipal-services. The 2024 actual column (2024 comparative information) presented in the schedule of receipts and expenditures – actual and budget regulatory basis, for each individual fund, for the year ended December 31, 2025 (Schedule 1 as listed in the table of contents) is presented for purposes of additional analysis and is not a required part of the basic financial statement. Such 2024 comparative information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the 2024 basic financial statement. The 2024 comparative information was subjected to the auditing procedures applied in the audit of the 2024 basic financial statement and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the 2024 basic financial statement or to the 2024 basic financial statement itself, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the 2024 comparative information is fairly stated in all material respects in relation to the basic financial statement as a whole for the year ended December 31, 2024, on the basis of accounting described in Note 1.



JARRED, GILMORE & PHILLIPS, PA
Certified Public Accountants

Chanute, Kansas
March 7, 2026

COFFEY COUNTY AIRPORT AUTHORITY
Burlington, Kansas
Summary Statement of Receipts, Expenditures, and Unencumbered Cash
Regulatory Basis
For the Year Ended December 31, 2025

Funds	Beginning Unencumbered Cash Balance	Receipts	Expenditures	Ending Unencumbered Cash Balance	Add Encumbrances and Accounts Payable	Cash Balances December 31, 2025
General	$ 272,032.13	$ 1,268,596.82	$ 1,043,600.54	$ 497,028.41	$ 42,381.57	$ 539,409.98
Total Reporting Entity	$ 272,032.13	$ 1,268,596.82	$ 1,043,600.54	$ 497,028.41	$ 42,381.57	$ 539,409.98

Composition of Cash	
Cash on Hand	$ 15,747.35
Operating Account	43,277.65
Money Market	479,895.57
Petty Cash	489.41
Total Cash	$ 539,409.98

The notes to the financial statement are
an integral part of this statement.

COFFEY COUNTY AIRPORT AUTHORITY
Burlington, Kansas

Notes to Financial Statement
December 31, 2025

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statement and schedules of the Coffey County Airport Authority, Burlington, Kansas, have been prepared in order to show compliance with the cash basis laws of the State of Kansas. The Governmental Accounting Standards Board is the principal standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Airport Authority's accounting policies follow. Note 1 describes how the Airport Authority's accounting policies differ from generally accepted accounting policies.

Financial Reporting Entity
The Coffey County Airport Authority (Airport Authority) is a municipality of the State of Kansas organized under K.S.A. 12-1219, with an elected five-member Board of Commissioners. The Airport Authority is a related municipal entity of Coffey County, Kansas.

Related Municipal Entities: A related municipal entity is determined by the following criteria. Whether the Airport Authority exercises oversight responsibility on financial interdependency, selection of governing authority, designation of management, ability to significantly influence operations and accountability for fiscal matters, scope of the public service, and significant operational or financial relationships with the Airport Authority. Related municipal entities are not required to be included in the Airport Authority's audit by the Kansas Municipal Audit and Accounting Guide (KMAAG). Based upon the application of this criterion, there were not such related municipal entities.

Regulatory Basis Fund Types
A fund is defined as an independent fiscal and accounting entity with a self-balancing set of accounts recording cash and other financial resources, together with all related liabilities and residual equities or balances, and changes therein, which are segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions, or limitations. The following types of funds comprise the financial activities of the Coffey County Airport Authority, for the year of 2025:

General fund – the chief operating fund. Used to account for all resources except those required to be accounted for in another fund.

Basis of Presentation – Regulatory Basis of Accounting
Regulatory Basis of Accounting and Departure from Accounting Principles Generally Accepted in the United States of America. The KMAAG regulatory basis of accounting involves the recognition of cash, cash equivalents, marketable investments, and certain accounts payable and encumbrance obligations to arrive at a net unencumbered cash and investments balance on a regulatory basis for each fund, and the reporting of changes in unencumbered cash and investments of a fund resulting from the difference in regulatory basis receipts and regulatory basis expenditures for the fiscal year. All recognized assets and liabilities are measured and reported at cost, unless they have been permanently impaired and have no future cash value or represent no future obligation against cash. The KMAAG regulatory basis does not recognize capital assets, long-term debt, accrued receivables and payables, or any other assets, liabilities or deferred inflows or outflows, other than those mentioned above.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

The Airport Authority has approved a resolution that is in compliance with K.S.A. 75-1120a(c), waiving the requirement for application of generally accepted accounting principles and allowing the Airport Authority to use the regulatory basis of accounting.

Reimbursed Expenses
The Airport Authority records reimbursable expenditures in the fund that makes the disbursement and records reimbursements as a receipt to the fund that receives the reimbursement. For purposes of budgetary comparisons, the expenditures are properly offset by the reimbursements under the KMAAG regulatory basis accounting.

Budgetary Information
The Airport Authority is not subject to the Kansas budget laws as they are not the primary taxing authority for the Airport Authority. Coffey County, Kansas holds the taxing authority for the Airport Authority. The Airport Authority adopts an annual budget for the General Fund for managerial purposes. The budget comparison on Schedule 1 reflects this internal managerial budget.

2. STEWARDSHIP, COMPLIANCE, AND ACCOUNTABILITY

Compliance with Kansas Statutes
Statement 1 has been prepared in order to show compliance with the cash basis laws of Kansas. As shown in Statement 1, the Airport Authority was in compliance with the cash basis laws of Kansas.

3. DEPOSITS AND INVESTMENTS

K.S.A. 9-1401 establishes the depositories which may be used by the Airport Authority. The statute requires banks eligible to hold the Airport Authority's funds have a main branch or branch bank in the county in which the Airport Authority is located, or in an adjoining county if such institution has been designated as an official depository, and the banks provide an acceptable rate of return on funds. In addition, K.S.A. 9-1402 requires the banks to pledge securities for deposits in excess of FDIC coverage. The Airport Authority has no other policies that would further limit interest rate risk.

K.S.A. 12-1675 limits the Airport Authority's investment of idle funds to time deposits, open accounts, and certificates of deposit with allowable financial institutions; U.S. Government securities; temporary notes; no-fund warrants; repurchase agreements; and the Kansas Municipal Investment Pool. The Airport Authority has no investment policy that would further limit its investment choices.

Concentration of credit risk: State statutes place no limit on the amount the Airport Authority may invest in any one issuer as long as the investments are adequately secured under K.S.A. 9-1402 and 9-1405.

Custodial credit risk – deposits: Custodial credit risk is the risk that in the event of a bank failure, the Airport Authority's deposits may not be returned to it. State statutes require the Airport Authority's deposits in financial institutions to be entirely covered by federal depository insurance or by collateral held under a joint custody receipt issued by a bank within the State of Kansas, the Federal Reserve Bank of Kansas City, or the Federal Home Loan Bank of Topeka. All deposits were legally secured at December 31, 2025.

3. DEPOSITS AND INVESTMENTS (Continued)

At year-end, the Airport Authority's carrying amount of deposits was $523,662.63 and the bank balance was $524,423.56. The bank balance was held by one bank resulting in a concentration of credit risk. Of the bank balance, $250,000.00 was covered by FDIC insurance and the remaining $274,423.56 was covered with securities pledged.

4. RISK MANAGEMENT

The Airport Authority is exposed to various risks of loss related to torts; theft of, damage to, or destruction of assets; errors and omissions; injuries to employees; employees' health and life; and natural disasters. The Airport Authority manages these risks of loss through the purchase of various insurance policies.

5. OTHER LONG-TERM OBLIGATIONS FROM OPERATIONS

Health Insurance:
As provided by K.S.A. 12-5040, the local government allows retirees to participate in the group health insurance plan. While each retiree pays the full amount of the applicable premium, conceptually, the Airport Authority is subsidizing the retirees because each participant is charged a level of premium regardless of age. However, the cost of this subsidy has not been quantified in these financial statements.

Under the consolidated Omnibus Budget Reconciliation Act (COBRA), the Airport Authority makes health care benefits available to eligible former employees and eligible dependents. Certain requirements are outlined by the Federal government for this coverage. The Premium is paid in full by the insured. There is no cost to the Airport Authority under this program.

Compensated Absences:
Regular full time nonexempt and exempt employees earn and accumulate vacation leave as follows:

Years of Employment	Days Awarded Per Year
0 to 1	5
2 to 10	12
10 to 15	15
16 or more	20

The Airport Authority's policy regarding vacation leave allows for eligible employees to accumulate 240 hours vacation leave per year. Employees who discontinue employment with a two week notice will be compensated in full for any unused vacation time up to 240 hours at the employees ending rate of pay.

The Airport Authority's policy regarding sick leave allows for eligible employees to accumulate 72 hours sick leave per year with 160 hour accumulation limit. Employees who discontinue employment with a two week notice will be compensated in full for any unused sick time up to 160 hours. Accrued hours over 160 will be paid out at three fourths the rate of pay.

The Airport Authority's policy regarding personal leave allows for each employee to receive 40 hours of personal leave. Current employees are allowed to carry over or transfer personal leave (to vacation or sick leave) up to two years after May 14, 2025. New employees as of May 14, 2025 will not be allowed to carry over personal leave time.

5. OTHER LONG-TERM OBLIGATIONS FROM OPERATIONS (Continued)

The Airport Authority estimates a liability for compensated absences which meet the following criteria:

1. The Airport Authority's obligation relating to employees rights to receive compensation for future absences is attributable to employees' services already rendered.
2. The obligation relates to rights that vest or accumulate.
3. Payment of the compensation is probable.
4. The amount can be reasonably estimated.

In accordance with the above criteria, the Airport Authority has estimated a liability for vacation and sick pay, which has been earned, but not taken by Airport Authority employees of $4,619.88 for vacation, $2,939.10 for personal leave, and $22,963.70 for sick leave.

6. SUBSEQUENT EVENTS

The Airport Authority evaluated events and transactions occurring subsequent year end, and there were no subsequent events requiring recognition in the financial statement. Additionally, there were no nonrecognized subsequent events requiring disclosure.

SUPPLEMENTARY INFORMATION

COFFEY COUNTY AIRPORT AUTHORITY
Burlington, Kansas
GENERAL FUND
Schedule of Receipts and Expenditures - Actual and Budget
Regulatory Basis
For the Year Ended December 31, 2025
(With Comparative Actual Amounts for the Year Ended December 31, 2024)

		Current Year		
	Prior Year Actual	Actual	Budget	Variance - Over (Under)
Receipts				
Taxes and Shared Receipts				
Coffey County Appropriation	$ 310,000.00	$ 320,000.00	$ 320,000.00	$ -
Intergovernmental				
Federal Grants - FAA	76,869.00	369,227.00	454,153.00	(84,926.00)
Federal Grants - KDOT	-	83,020.51	-	83,020.51
Federal Grants - Build Kansas	-	31,613.28	-	31,613.28
Use of Money and Property				
Operating Receipts	442,569.43	385,382.79	-	385,382.79
Rental Income	52,490.00	56,882.50	-	56,882.50
Interest Income	16,697.63	10,043.24	-	10,043.24
Other Receipts				
Reimbursed Expense	5,070.00	12,427.50	480,000.00	(467,572.50)
Total Receipts	903,696.06	1,268,596.82	$ 1,254,153.00	$ 14,443.82
Expenditures				
Culture and Recreation				
Personal Services	327,356.20	347,477.77	$ 295,000.00	$ 52,477.77
Contractual Services	180,012.62	164,903.08	155,000.00	9,903.08
Commodities	189,312.17	248,170.52	355,000.00	(106,829.48)
Capital Outlay	251,806.90	283,049.17	504,615.00	(221,565.83)
Total Expenditures	948,487.89	1,043,600.54	$ 1,309,615.00	$ (266,014.46)
Receipts Over(Under) Expenditures	(44,791.83)	224,996.28		
Unencumbered Cash, Beginning	316,823.96	272,032.13		
Unencumbered Cash, Ending	$ 272,032.13	$ 497,028.41		

Jarred Gilmore Phillips

Board of Commissioners
Coffey County Airport Authority
Burlington, Kansas

In planning and performing our audit of the financial statement of the Coffey County Airport Authority, as of and for the year ended December 31, 2025, in accordance with auditing standards generally accepted in the United States of America, we considered the Coffey County Airport Authority's system of internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statement, but not for the purpose of expressing an opinion on the effectiveness of the Coffey County Airport Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Coffey County Airport Authority's internal control.

Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore material weaknesses or significant deficiencies may exist that were not identified. However, as discussed below, we identified certain deficiencies in internal control that we consider to be material weaknesses.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statement will not be prevented, or detected and corrected, on a timely basis. We consider the following deficiencies in internal control to be material weaknesses:

Preparation of Financial Statement

Professional standards require management to accept responsibility for the preparation and fair presentation of the financial statements, including related note disclosures. The Airport Authority engages the auditor to assist in drafting the financial statements in accordance with the Kansas Municipal Audit and Accounting Guide. The Airport Authority does not have personnel with specialized training in governmental financial reporting necessary to independently prepare the complete financial statements and related disclosures. Accordingly, management relies on the auditor for preparation of the financial statements. While this condition is common among smaller governmental entities and does not reflect on management's integrity or oversight, it represents a deficiency in internal control over financial reporting because the preparation of the financial statements is not performed by individuals independent of the audit process.

Management has reviewed and approved the financial statements and has accepted responsibility for them. We encourage management and the Board to continue their oversight of the financial reporting process and to remain informed of reporting requirements.

Segregation of Duties

Due to the limited number of personnel, complete segregation of duties is not achievable. As a result, certain internal control functions are necessarily performed by the same individual. Under auditing standards generally accepted in the United States, this condition represents a significant deficiency in internal control, as it increases the risk that errors or irregularities could occur and not be detected on a timely basis.

This comment is provided as a reminder to the Board of Commissioners of its fiduciary oversight responsibilities, rather than as a recommendation for corrective action. Management and the Board are aware of this limitation and have determined that the costs associated with additional staffing or restructuring would outweigh the related benefits at this time.

Accordingly, the Board should continue to exercise diligent financial oversight, including active involvement in the review of financial information and monitoring of fiscal activities, to mitigate the risks inherent in this condition.

Timeliness of Deposits and Bank Activity

During our audit, we noted that the Airport Authority makes deposits and conducts routine banking activity approximately once per month. As a result, cash collections may be held for an extended period prior to deposit, which resulted in cash on hand totaling $15,747.35 at year end that was not deposited until the middle of January 2026. While the funds were subsequently deposited intact, the delay illustrates the exposure created when deposits are not made on a timely basis.

Sound internal control practices and prudent fiscal management generally call for deposits to be made on a more frequent basis in order to reduce the risk of loss, misappropriation, or error. Delays in depositing funds increase the period during which cash is exposed and may also affect the timeliness and accuracy of accounting records and cash flow monitoring.

While we did not note any instances of loss or misuse of funds during our audit procedures, the practice of infrequent deposits represents a control weakness over cash handling.

We recommend that management evaluate the feasibility of increasing the frequency of bank deposits, ideally making deposits on at least a weekly basis, or more frequently when collections warrant. If operational constraints make more frequent in-person banking impractical, the Board may wish to consider alternative solutions such as remote deposit capture, secure night deposit services, or assigning an additional individual to assist with deposit responsibilities.

Enhanced deposit frequency would strengthen internal controls over cash, reduce exposure to risk, and improve the timeliness of financial reporting.

This communication is intended solely for the information and use of management, the Board of Commissioners and others within Coffey County Airport Authority, and is not intended to be, and should not be, used by anyone other than these specified parties.

Jarred, Gilmore & Phillips, PA

JARRED, GILMORE & PHILLIPS, PA
Certified Public Accountants

March 7, 2026
Chanute, Kansas