GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY

ANNUAL COMPREHENSIVE FINANCIAL REPORT

(A Component unit of the County of Kent, Michigan)
Years Ended December 31, 2025 and 2024

Prepared by: Finance and Administrative Department

President and CEO
Torrance A. Richardson, A.A.E.

GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY

ANNUAL COMPREHENSIVE FINANCIAL REPORT
Years Ended December 31, 2025 and 2024

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GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY
ELECTED OFFICERS AND KEY STAFF MEMBERS
Years Ended December 31, 2025 and 2024

GOVERNING BOARD

Dan Koorndyk
Board Chairman

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Vice Chairman

Birgit Klohs
Secretary

Peter Beukema

Dan Burrill *

Jennifer Merchant*

Michael Verhulst

Mary Kay Shaver
General Counsel

Tory Richardson, A.A.E.	President and CEO
Alex Peric, A.A.E.	Vice President and COO
Maria Kim, C.M.	Chief Financial Officer
Casey W. Ries, P.E.	Chief Asset Development Officer
Heather Day, SHRM-SCP, C.M.	Human Resources Director

* Kent County Commissioner

June 10, 2026

Gerald R. Ford International Airport Board

Members of the Kent County Board of Commissioners and citizens of Greater Grand Rapids

We are pleased to submit the Gerald R. Ford International Airport Authority Financial Report for the year ended December 31, 2025. This report was prepared by the Authority's Finance and Administration Division, and the financial statements were audited by Crowe, LLP, an independent firm of Certified Public Accountants. This report is prepared for the purpose of disclosing the Authority's financial condition and to provide the reader additional information about the Authority's mission, goals, and operating trends. The auditors' unmodified opinion has been included in this report. The Authority's Management Discussion and Analysis provides an introduction to the Financial Statements and can be found starting on page 4.

Responsibility for the accuracy of the presented data and the completeness and fairness of the presentation, including all disclosures, rests with the Authority. The reliability of the information contained in this report is based upon a comprehensive framework of internal controls that have been established for this purpose. Because the cost of internal controls should not exceed anticipated benefits, the objective is to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements. We believe the data as presented is accurate in all material respects; that it is presented in a manner designed to fairly set forth the financial position and results of operations of the Authority; and that all disclosures necessary to enable the reader to gain the maximum understanding of the Authority's financial activity have been included.

The Gerald R. Ford International Airport Authority (Authority) was created by the Kent County Board of Commissioners under Act 95, Public Acts of Michigan 2015, as amended on August 27, 2015. Prior to this the Kent County Airport Board of Control was created by resolution of the Board of Supervisors (now County Board of Commissioners) on June 26, 1956. The name was changed to the Kent County Aeronautics Board in 1959. In 1959, the Department of Aeronautics was created by resolution of the Kent County Board of Supervisors. On November 3, 2011, the County Commission changed the Board name to the Gerald R. Ford International Airport Board. With the creation of the Authority, the Gerald R. Ford International Airport Authority Board (Board) was established to direct and govern the Authority. The Board is currently made up of two County Commissioners and five citizens at-large, all appointed by the County Commission. One Citizen Member must be from outside Kent County; this position is currently held by Mr. Peter Beukema (Ottawa County). The Board is responsible for governing the affairs of the Authority and sets all policies under an Airport Lease and Asset Transfer Agreement with Kent County. On July 1, 2016, the Authority received an Airport Operating Certificate from the Federal Aviation Administration which transferred the operation from Kent County through the Gerald R. Ford International Airport Board to the Authority. The Authority adopted its own Board Policies but there were no significant changes to the Policies. However, there were some impacts on the Financial Statements due to the creation of the Board. These impacts are disclosed through these Financial Statements.

Information on the Local Economy

There are eight counties in Southwest Michigan that make up the traffic base for the Gerald R. Ford International Airport (Airport). These counties are considered the Airport Catchment Area and constitute roughly a 50-mile radius centered around Grand Rapids. Grand Rapids and its surrounding communities have a diverse make up of industries including health care, manufacturing, pharmaceuticals, agriculture, and technology. The Grand Rapids region is currently seeing a significant population growth of 8% over the past decade, making it one of the leaders in Midwest population growth (Grand Rapids Chamber - 2025 State of the Region report).

The Grand Rapids region continues to see a large amount of new construction, both housing and commercial development. 2025 saw $949.3 million in construction value (Experience Grand Rapids) specifically in the city of Grand Rapids, with another $800 million in the planning stages for the future. Some of the projects associated with this record amount of capital investment are a 12,000-seat outdoor amphitheater, a restoration of the Grand River rapids traversing through the city center, and over $150 million invested in the Grand River Greenway which will ultimately link the eastern suburbs of Grand Rapids to the Lake Michigan shore. There are also currently three major housing projects in the downtown area, which are projected to add over 1,150 additional residences – primarily a mix of studio, one-bedroom, and two-bedroom apartments.

The entertainment venues in the region, both large and small, offer a multitude of events for all genres. The Van Andel Arena in central downtown Grand Rapids, with between 11,000 – 13,000 seats (depending on seating arrangement), is the home of the AHL Grand Rapids Griffins hockey team, the NBA G-League Grand Rapids Gold basketball team, and the MLV Grand Rapids Rise volleyball team. The arena also hosts numerous high-profile concerts throughout the year. The 12,000-seat outdoor Acrisure Amphitheater opened in May 2026, and has a full schedule of concerts for the 2026 summer/fall season. In 2023, the city and county approved the construction of an 8,500-seat soccer stadium just outside of downtown. This project broke ground in 2024, and is expected to be finished in time to be the home for a new team in the 2027 season of the MLS Next Pro league. The DeVos Convention Center hosts a regular slate of large conventions, which keeps the hotels and restaurants busy with both local residents and out-of-town visitors.

All these things continue to make downtown Grand Rapids an area that is drawing more people for both a place to work and a place to live. The surrounding suburban areas also continue to see growth as more families are moving to the area and building homes. Grand Rapids and the West Michigan region continues to win awards, showcasing why people should live or visit the area. Here are some of the recognitions earned in 2025:

- America's #1 City on the Rise in 2025 (#1 – Grand Rapids) – LinkedIn
- Most Entrepreneurial City in the Midwest (#1 – Grand Rapids) – Dealroom.co
- Small Manufacturing Hubs (#2 – Grand Rapids) – Business Facilities
- Metros where Young Home Ownership is Most Accessible (#5 – Grand Rapids) – Consumer Affairs
- Housing Market Growth (#11 – Grand Rapids) – Business Facilities
- Best Arena in the World (#13 – Van Andel Arena) - Billboard
  *Data courtesy of The Right Place, Inc. & Experience Grand Rapids

The surrounding region is also host to the world headquarters for a collection of international businesses, from a variety of industries. These include Fortune 500 companies SpartanNash and UFP Industries, as well as other familiar brands such as Amway, Perrigo, BISSELL, Steelcase, MillerKnoll, and Wolverine Worldwide. Although these examples are some of the most recognizable, there are over 130 international companies that call Southwest Michigan home.

The travel and tourism industry was again important to the region – especially during the summer months when outside activities are the most popular with both West Michigan residents and those that travel here for summer vacations. There were 2.36 million hotel rooms sold in Kent County during 2025, a 74,000 (3.2%) increase from 2024 (Experience Grand Rapids), and construction of additional rooms is on the rise to accommodate the future needs necessitated by the new entertainment venues being constructed. There are plenty of beaches and golf courses to visit in the summer, and a variety of snow activities during the winter months. The annual USA Today reader's poll named Grand Rapids the Best Beer City in the U.S. for the fifth year in a row, bringing to attention the more than 35 craft breweries located within a 30-minute drive of downtown, many of which have full kitchens as well.

The higher quality of life and the lower cost of living that Southwest Michigan offers, along with the economic activity generated from the many industries in the area, continues to attract the population and businesses that help solidify the Gerald R. Ford International Airport as the front door to West Michigan.

Airport Outlook and Capital Planning

The financial outlook of the Authority is primarily dependent on the number of passengers as well as the frequency of aircraft operations at the Gerald R. Ford International Airport (Airport). In turn, these factors are reliant on the economic condition of the region, the airlines, and the passengers themselves. The financial health of the airlines can be a factor in determining new routes or expanded service as well as ticket pricing, and then these factors, along with the local economy, will influence the consumers' willingness to purchase air travel.

In 2025, the airport's passenger numbers recorded a new record high of 4.3 million total passengers, which is a 3.2% increase over the previous record set in 2024. Passenger levels in the first quarter of 2026 have been flat to 2025 activity, and airline seat activity for the remainder of the year is forecasted to also be fairly flat. Expectations are that 2026 will see passenger traffic very similar to what was experienced in 2025. In 2025, Sun Country again joined our regularly scheduled airline partners with seasonal flights to Minneapolis running from June through September. Avelo airlines also began seasonal service from GRR to two destinations, and has expressed their intention to continue working with the airport to return in 2026. This brought our summer schedule up to eight passenger airlines.

As an Authority, users of the Airport facilities provide the revenues to operate, maintain and provide necessary services and facilities. The Authority is not supported by general tax revenues of the County. The Authority is responsible for operating the Airport, and for making the proper decisions to accommodate current and future customers and users of the Airport.

The Authority maintains an annual Capital Budget plus a 5-year Capital Improvement Program (CIP) as required by the Federal Aviation Administration. The CIP is funded through a combination of Federal and State Grants, Passenger Facility Charges (PFCs), Customer Facility Charges (CFCs), Bond Issuance and Airport Reserves. The annual Budget and CIP are revised annually by the Gerald R. Ford International Airport Authority Board and the current total plan for 2026-2031 has been approved in the amount of $997 Million. A large portion of this CIP is associated with the passenger growth that has already occurred and is projected to continue. This is a list of specific projects associated with this passenger growth:

Terminal Enhancements

- Relocating and expanding the airline ticket counters to the western portion of the terminal, and relocating and expanding the baggage claim devices to the eastern portion of the terminal. This will alleviate passenger traffic congestion by allowing for a more defined passenger flow throughout the terminal. Also replacing the current multi-section baggage system with one complete system that moves luggage from check-in through TSA screening without necessitating human intervention at bottlenecks.
- A total project cost of $158.5M, scheduled to complete in 2027
- Funded by a combination of federal grants, PFCs, airport revenues, and an issuance of bonds

Grand Canopy Extension

- Expanding the overhead canopy at the passenger curb-front to match the new length of the terminal after the expansion of ticket counters in the project above.
- A total project cost of $28.0M, scheduled to complete in 2027
- Funded by a combination of airport revenues and PFCs

Baggage Claim Expansion

- Phase II of the project above - Expanding capacity of incoming baggage claim to alleviate passenger congestion in the terminal.
- A total project cost of $20.0M, scheduled to complete in 2027
- Funded by a combination of federal grants and airport revenues

Airport Outlook and Capital Planning (continued)

Taxiway/Taxilane Rehabilitation and Expansion

- Rehabilitation of various Taxiways/lanes to maintain the highest safety conditions for aircraft.
- Expansion of Taxiway L to open access for future commercial development
- Simultaneous mitigation of several wetland areas on the airfield
- Combined costs of $63.8 million from 2026-2029
- Funded by a combination of federal grants and airport revenues

North Parking Structure

- A second multi-level parking structure is being planned to accommodate the growing need for covered parking which is close to the terminal.
- A total cost of $260.0M for the structure, scheduled to begin in 2027 and complete in 2029
- Funded entirely by airport revenues, with an issuance of bonds

Federal Inspection Station

- An expansion of the terminal building to house a passenger customs clearing station, to allow for the screening of arriving international passengers at the Airport. This addition will also incorporate an additional baggage carousel that can be used for both international and domestic flights.
- A $10.0M investment in Phase 1 was completed in 2021.
- Phases 2 and 3 of the full project will include U.S. Customs & Border Protection facilities with a cost of $36.5, scheduled to complete in 2027
- Funded entirely by state and federal grants

In addition to these projects, the Airport has been in discussions with the Federal Aviation Administration (FAA) about relocation of the air traffic control tower. The current location of the tower, while allowing for full operations of the current air traffic, does not allow the Authority to engage on certain new building projects viewed as necessary to meet the needs of our customers. Specifically, certain projects the Authority is planning would have structures that impede the view of the runways and taxiways from the current tower. The cost to relocate the tower is planned to be entirely funded by the FAA.

While these projects have been identified as necessary for accommodation of the passenger growth expected based on current activity and projections, we continue to monitor actual activity to ensure that we are making decisions for our future with the best information at our disposal. We continue to discuss project plans with our airline partners and other tenants to ensure that we are making the proper financial decisions for capital projects and to continue operating the Airport safely.

Awards

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Gerald R. Ford International Airport Authority for its annual comprehensive financial report (ACFR) for the fiscal year ended December 31, 2024. The Certificate of Achievement is a prestigious national award recognizing conformance with the highest standards for preparation of state and local government financial reports. This was the thirty-second consecutive year the Authority received the award.

In order to be awarded a Certificate of Achievement, a governmental unit must publish an easily readable and efficiently organized annual comprehensive financial report, whose contents conform to program standards. The ACFR must satisfy both generally accepted accounting principles and applicable legal requirements. A Certificate of Achievement is valid for a period of one year only. We believe our current report continues to conform to the Certificate of Achievement program requirements, and we are submitting it to GFOA to determine its eligibility for another certificate.

Awards (continued)

Outside of Finance, below are some of the additional achievements and awards the airport received in 2025:

- #1 Best Small Airport – USA Today Readers' Choice Awards
- 2025 Airport Service Quality (ASQ) Awards – Airports Council International World
    - Best Airport at Departures: 2 to 5 Million Passengers in North America
    - Airport with the Most Dedicated Staff in North America
    - Cleanest Airport in North America
- 2025 Excellence in Interiors: under 5,000 sqft - American Institute of Architects

Acknowledgements

The preparation of this Financial Report could not have been accomplished without the efficient and dedicated services of the entire staff of the Finance & Administration Division. Each member of our finance division has our sincere appreciation for the contributions made in preparation of this report.

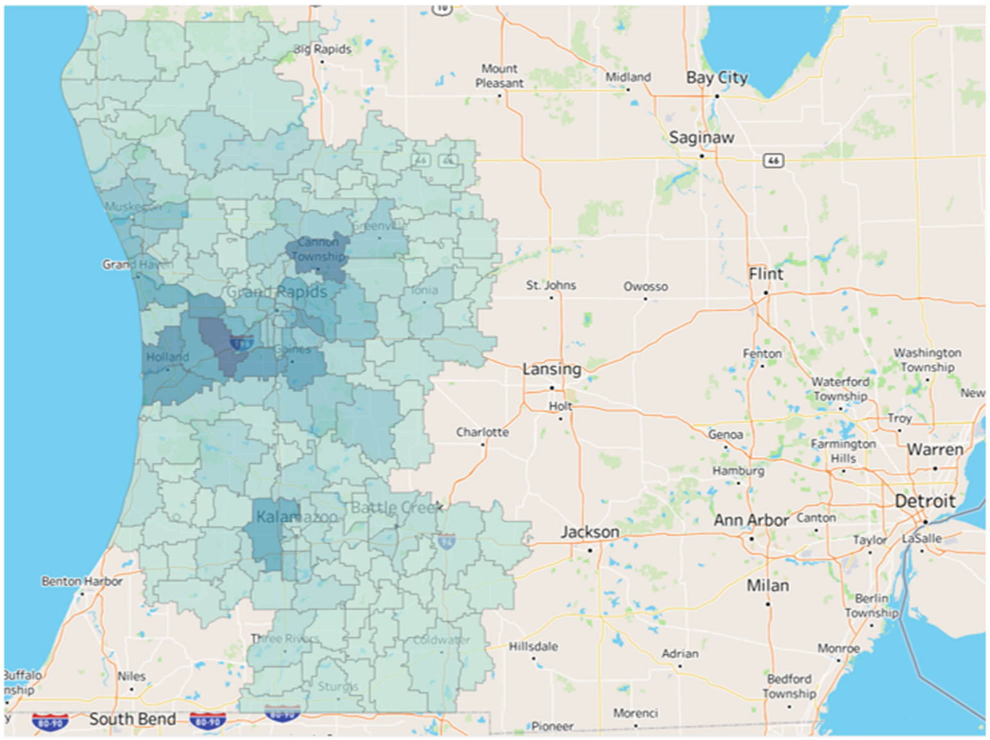
2025 was another milestone year for the Gerald R. Ford International Airport Authority. We again broke records in passenger volumes and financial performance, and continued the expansion of our facilities in almost all areas that directly affect our customers. This report highlights our ongoing commitment to operational excellence, financial transparency, and preparing the Airport to meet the needs of West Michigan's growing community. We thank our Board, County partners, and community for their continued trust and support.

Respectfully submitted,

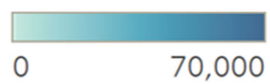
Maria Kim, C.M.
Chief Financial Officer

GRR Service Area Definition

GRR DMA Area Used as Service Area

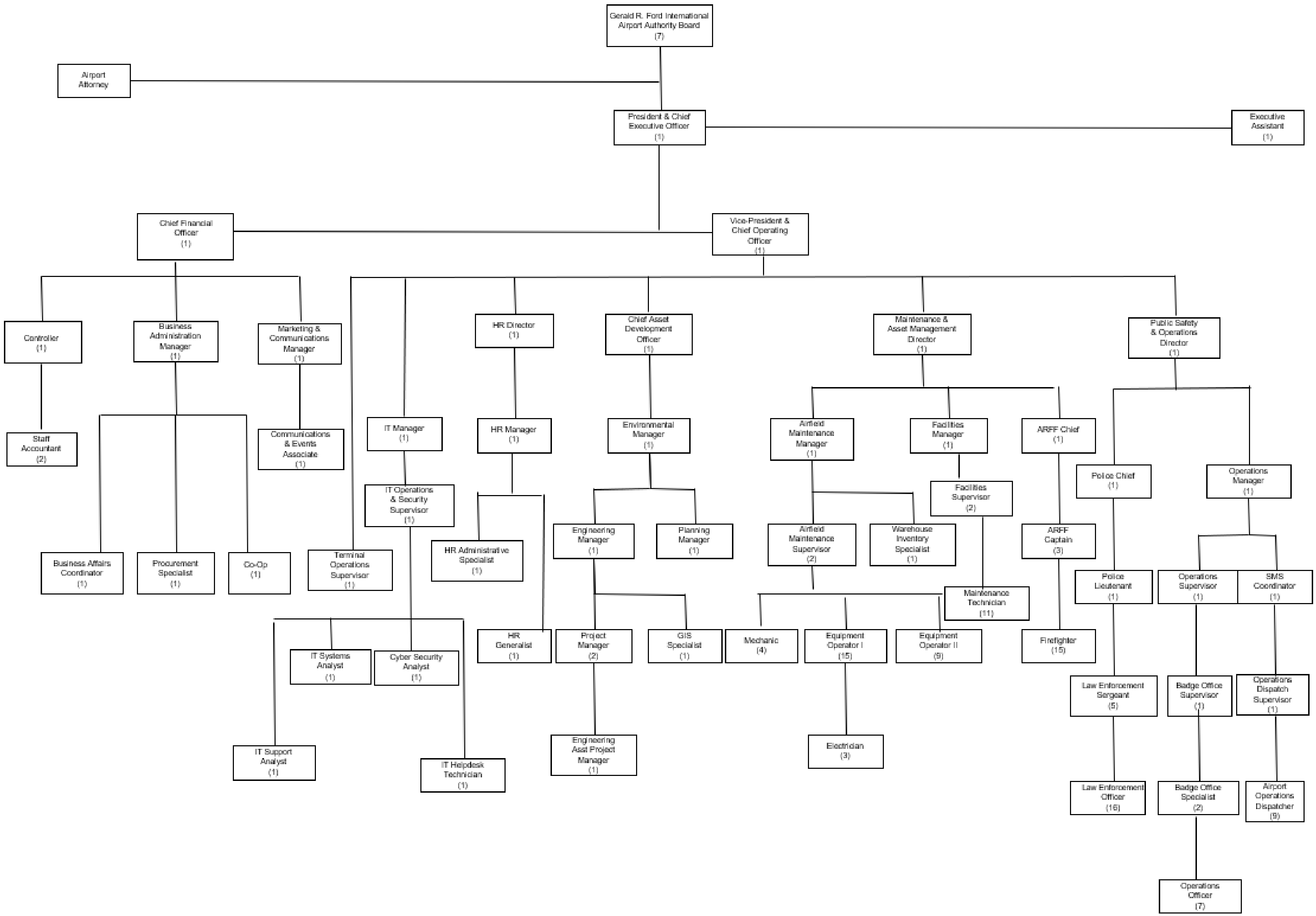


Population =	2.10 Million
Originating Passengers =	2.9 Million
Visiting Passengers =	1.7 Million
Total Passengers =	4.6 Million
% Using GRR =	68%



Source: Flare Analytics Mobile Data and Campbell-Hill Aviation Group YE Q3 2024; Domestic traffic only. Population from 2023 Census.

GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY
ORGANIZATIONAL CHART
Years Ended December 31, 2025 and 2024



Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Gerald R. Ford International Airport Authority
Michigan

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

December 31, 2024

Christopher P. Morrill

Executive Director/CEO

FINANCIAL SECTION

Crowe LLP
Independent Member Crowe Global

INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Gerald R. Ford International Airport Authority
Grand Rapids, Michigan

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of the Gerald R. Ford International Airport Authority (the "Authority"), a component unit of the County of Kent, Michigan, as of and for the year ended December 31, 2025 and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, as listed in the table of contents.

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

Basis for Opinions

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

Other Matter

The financial statements of the Authority for the year ended December 31, 2024, were audited by other auditors whose report thereon dated June 25, 2025, expressed unmodified opinions on the respective financial statements of the business-type activities.

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.

(Continued)

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

Auditor's Responsibilities for the Audit of the Financial Statements

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

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

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

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

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, and the Schedule of Changes in the Authority's Net Pension Asset and Related Ratios and the Schedule of the Authority's Pension Plan Contributions, as listed in the Table of Contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of the financial reporting for placing the 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.

(Continued)

Supplementary Information

Our audit for the year ended December 31, 2025 was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority’s basic financial statements. The Introductory Section and Statistical Section, as listed in the Table of Contents, for the year ended December 31, 2025 are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The Introductory Section and Statistical Section have not been subjected to the auditing procedures applied in the audit of the basic financial statements and accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated June 10, 2026 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Crowe LLP

Crowe LLP

Grand Rapids, Michigan
June 10, 2026

The following Management's Discussion and Analysis (MD&A) of the Gerald R. Ford International Airport Authority's activities and financial performance provide an introduction to the financial statements of the Authority, a component unit of the County of Kent, Michigan (the "County") for the year ended December 31, 2025. The information contained in this MD&A should be considered in conjunction with the information contained in the Letter of Transmittal included in the Introductory Section and various historic summaries of activities and financial performance included in the Statistical Section of this report.

Following this MD&A are the basic financial statements of the Authority together with the notes thereto which are essential to a full understanding of the data contained in the financial statements.

Operations of the Gerald R. Ford International Airport were previously reported as an enterprise fund of Kent County. By resolution of the Kent County Board of Commissioners, a legally-separate Airport Authority was established. The Authority was incorporated with the State of Michigan on September 20, 2015 and commenced operations on July 1, 2016.

FINANCIAL POSITION SUMMARY

The Authority's assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources by $425.0 million at December 31, 2025, a $21.3 million increase from December 31, 2024. The Authority's assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources by $403.7 million at December 31, 2024, a $36.3 million increase from December 31, 2023.

A condensed summary of the Authority's net position at December 31 is provided below:

	2025	2024	2023
ASSETS			
Current and other assets	$ 217,019,351	$ 304,795,285	$ 291,966,170
Capital assets, net	733,623,830	619,831,040	509,949,384
Total assets	950,643,181	924,626,325	801,915,554
DEFERRED OUTFLOWS OF RESOURCES	5,043,619	6,957,748	7,839,052
LIABILITIES			
Long-term debt	470,708,859	481,571,943	395,330,429
Other Liabilities	49,355,516	35,694,076	36,317,578
Total Liabilities	520,064,375	517,266,019	431,648,007
DEFERRED INFLOWS OF RESOURCES	10,576,654	10,638,613	10,739,956
NET POSITION			
Net investments in capital assets	297,780,732	300,796,102	264,435,066
Restricted	62,345,324	62,065,321	49,532,322
Unrestricted	64,919,715	40,818,018	53,399,255
Total net position	$ 425,045,771	$ 403,679,441	$ 367,366,643

(Continued)

The largest portion of the Authority's net position each year (70.1% and 74.5% at December 31, 2025 and 2024, respectively) represents its investment in capital assets (e.g., land, buildings, improvements and equipment), less the related debt outstanding used to acquire those capital assets. The Authority uses these capital assets to provide facilities to its tenants, users and customers. 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 (14.7% and 15.4% at December 31, 2025 and 2024, respectively) represents resources that are subject to external restrictions on how they can be used under bond resolutions and Federal regulations. The remaining unrestricted net position (15.3% and 10.1% at December 31, 2025 and 2024, respectively) may be used to meet any of the Authority's ongoing obligations.

SUMMARY OF CHANGES IN NET POSITION

A condensed summary of the Authority's change in net position for the years ended December 31 is provided below:

	2025	2024	2023
Operating revenues	$ 90,375,828	$ 87,441,379	$ 75,425,478
Operating expenses	(84,867,038)	(78,867,224)	(69,825,645)
Operating income	5,508,790	8,574,155	5,599,833
Nonoperating revenues (expenses)			
Investment earnings	8,591,659	12,305,166	10,364,566
Interest & other expenses	(20,254,418)	(17,255,141)	(15,728,112)
Passenger and customer facility charges	17,765,459	17,020,629	12,704,788
Gain on sale of capital assets	57,718	101,645	40,566
ARP Act Revenue	-	-	5,128,632
Total nonoperating revenues (expenses)	6,160,418	12,172,299	12,510,440
Gain before capital contributions	11,669,208	20,746,454	18,110,273
Capital contributions	9,697,122	15,566,344	18,124,649
Change in net position	21,366,330	36,312,798	36,234,922
Net position, beginning of year	403,679,441	367,366,643	331,131,721
Net position, end of year	$ 425,045,771	$ 403,679,441	$ 367,366,643

(Continued)

FINANCIAL OPERATIONS HIGHLIGHTS

- Operating revenues increased 3.4% from $87.4 million in 2024 to $90.4 million in 2025 due to both increased passenger traffic and certain rate increases, mostly with Airline rates. The larger increase of 15.9% from 2023 to 2024 was mainly due to the Airline rates increasing. The Authority's Federal Aid revenue from the CARES/CRRSA/ARPA had been shared with the Airlines in past years; these revenues were fully recognized in 2023, resulting in rate increases during 2024 for normal Airline operations.

- Operating Expenses increased 7.6% from $78.9 million in 2024 to $84.9 million in 2025 principally due to increases in contractual services and personnel expenses. These increases were the result of both increased FTE headcount to support the increased passenger traffic and amending certain service contracts for both scope of service and inflation. Depreciation also increased 4.7% as new capital assets went into service. Operating expenses increased 12.9% from $69.8 million in 2023 to $78.9 million in 2024. There were a larger number of FTE additions in 2024, and the first full year of operations in the newly expanded Concourse A, which added approximately 85,000 sqft of terminal space.

- As a result of the above, operating income decreased from $8.6 million in 2024 to $5.5 million in 2025. 2024 was a $3.0 million increase from $5.6 million in 2023.

- Net non-operating revenues (expenses) decreased from $12.2 million in 2024 to $6.2 million in 2025. A large portion of bond proceeds were spent down in 2025, resulting in a reduction of interest earnings of $3.7 million. Additionally, the interest expense on debt service increased by $3.0 million as the 2023 and 2024 series of debt both began to be paid back. In 2024, there was a $5.1 million reduction in non-operating revenue as the ARP Act was fully recognized in 2023, and a $4.3 million increase in non-operating revenue from Passenger and Customer facility charges from both increase passenger levels and an increase in the CFC rate. These two items effectively offset each other, as the total change in non-operating revenue from 2023 to 2024 was a reduction of $0.3 million.

- Capital contributions received in the form of grants from the Federal and State governments vary year to year and within the year, based on availability of grant funding and timing of federally funded projects.

AIRLINE RATES AND CHARGES

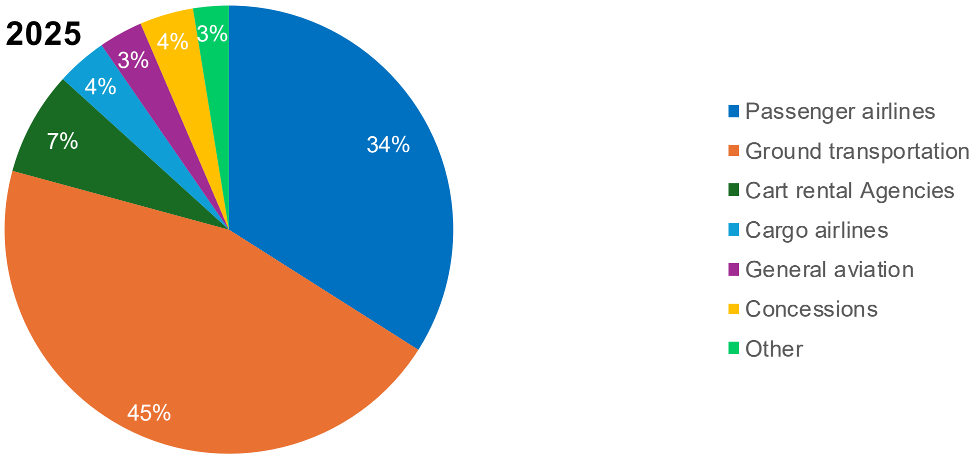
The Gerald R. Ford International Airport Authority Board sets cost recovery rates and charges annually by adoption of a resolution based on a compensatory (cost of services) rates and charges methodology. This methodology utilizes the Authority's annual operating and capital budgets which have been approved by the Gerald R. Ford International Airport Authority Board. The rates include the terminal rental rates, landing fees and airline apron fees. Rates as of December 31 are as follows:

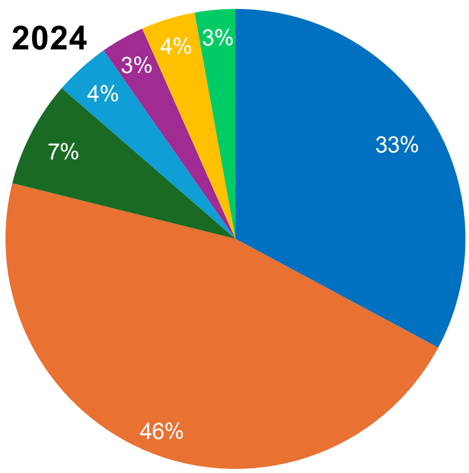
	2025	2024	2023
Landing fees (per 1,000 lbs)	$ 5.11	$ 4.86	$ 3.87
Terminal rental rates (per square foot)	78.71	72.08	60.92
Airline apron fee (per 1,000 lbs)	2.22	2.29	2.05

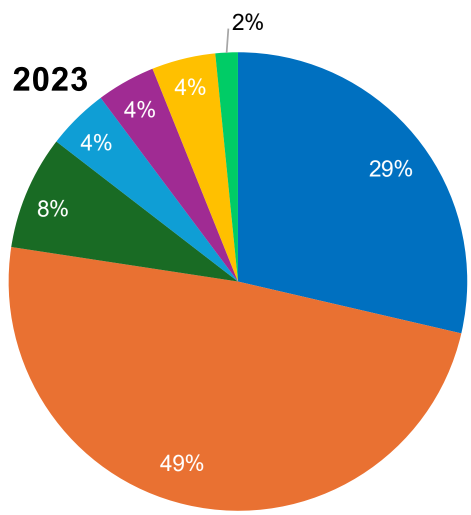
(Continued)

REVENUES

The following charts shows the major sources and the percentage of operating revenues for the years ended December 31:







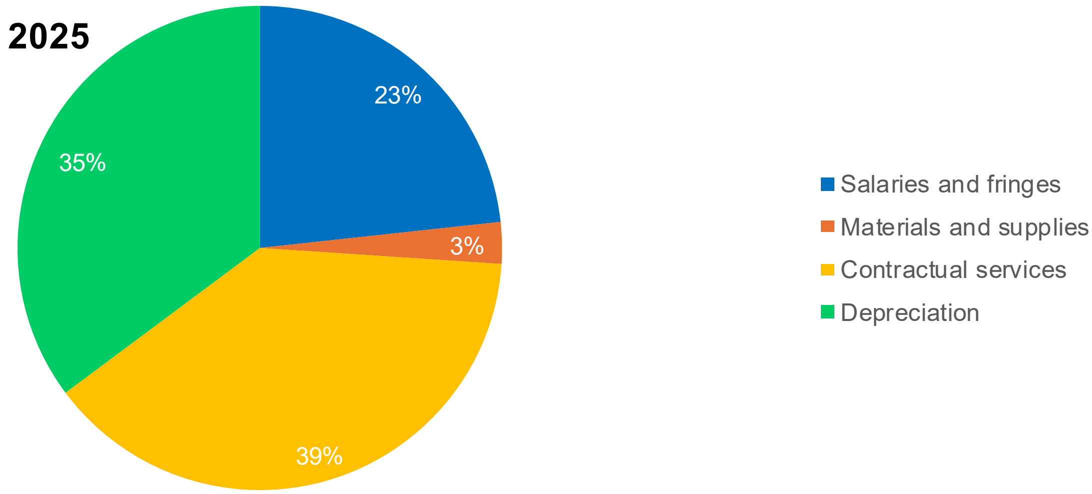
A summary of operating revenues for the years ended December 31, 2025 and 2024 and 2023 is as follows:

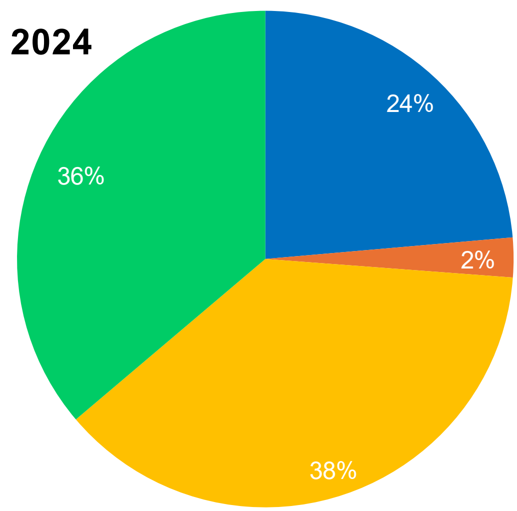
	2025	Percent	2024	Percent	2023	Percent
Operating revenues						
Charges for services:						
Passenger airlines	$ 32,284,280	35.1%	$ 28,716,278	32.8%	$ 21,596,480	28.6%
Ground transportation	40,869,137	44.5%	40,270,173	46.1%	36,782,915	48.8%
Car rental agencies	6,780,887	7.4%	6,537,767	7.5%	6,073,951	8.1%
Cargo airlines	3,311,314	3.6%	3,424,102	3.9%	3,262,878	4.3%
General aviation	2,864,440	3.1%	2,681,559	3.1%	3,122,000	4.1%
Concessions	3,500,182	3.8%	3,317,548	3.8%	3,397,480	4.5%
Other	2,317,479	2.5%	2,493,952	2.9%	1,189,774	1.6%
Total operating revenues	$ 91,927,719		$ 87,441,379		$ 75,425,478	

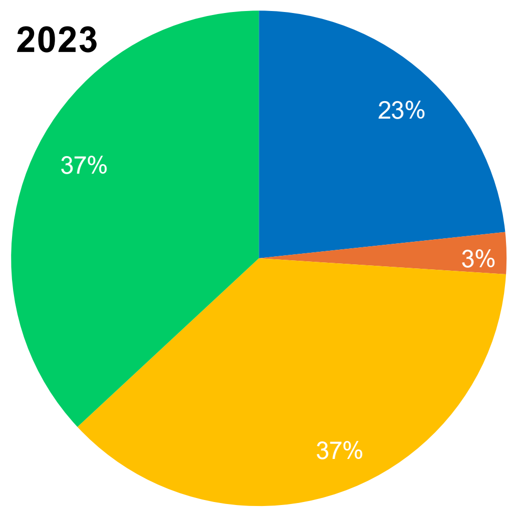
(Continued)

EXPENSES

The following charts shows the major operating categories and the percentage of operating expenses for the years ended December 31:







A summary of operating expenses for the years ended December 31, 2025 and 2024 and 2023 is as follows:

	2025	Percent	2024	Percent	2023	Percent
Operating expenses						
Salaries and fringes	$ 19,759,429	23.2%	$ 18,624,731	23.6%	$ 16,272,723	23.3%
Materials and supplies	2,343,882	2.8%	2,027,377	2.6%	1,901,901	2.7%
Contractual services	32,889,734	38.8%	29,679,704	37.6%	25,874,776	37.1%
Depreciation	29,873,993	35.2%	28,535,412	36.2%	25,776,245	36.9%
Total operating expenses	$ 84,867,038		$ 78,867,224		$ 69,825,645	

(Continued)

FINANCIAL STATEMENTS

The Authority’s financial statements are prepared on an accrual basis in accordance with generally accepted accounting principles promulgated by the Government Accounting Standards Board. The Authority is structured as an enterprise fund with revenues recognized when earned, not when received. Expenses are recognized when incurred, not when they are paid. Capital assets are capitalized and are depreciated (except land and construction in progress) over their useful lives. Amounts are restricted for debt service, construction purposes, and pension benefits. See the notes to the financial statements for a summary of the Authority’s significant accounting policies.

CAPITAL ACQUISITIONS AND CONSTRUCTION ACTIVITIES

For the year ended December 31, 2025, the Authority had capital additions totaling $142,417,787. The major capital additions were:

Consolidated Rental Car Facility	$ 64,582,469
Terminal Expansion - Ticket Counters and Baggage Handling	55,910,438
Air Traffic Control Tower Relocation	2,377,884
Fire Station Relocation	1,881,274
Grand Canopy Expansion	1,668,147
Taxiway 'D' Lighting	1,131,830
Other	14,865,745

Capital asset acquisitions are capitalized at cost. Acquisitions are funded using a variety of financing techniques, including federal and state grants, private investment, debt issuance and Authority revenues. Additional information on the Authority’s capital assets can be found in Note 4 of this report.

LONG-TERM DEBT ADMINISTRATION

In March 2025, the Authority issued $70.9 million of Revenue Refunding Bonds to pay the cost of refunding the outstanding Airport Revenue Bonds, Series 2015, and the Airport Revenue Refunding Bonds, Series 2015 (which, in turn, had been issued to pay the cost of refunding Airport Bonds, Series 2007). This bond issue, like both of the 2015 Series Bonds, was sold with the limited tax general obligation of the County and utilized the County's bond rating. Their rating for this issue was AAA from Standard & Poor's and Aaa from Moody's.

In April 2024, the Authority issued $94.0 million of Revenue Bonds to pay the construction costs of expanding the pre-security portion of the Terminal building. This bond issue was sold with the limited tax general obligation of the County and utilized the County's bond rating. Their rating for this issue was AAA from Standard & Poor's and Aaa from Moody's.

In March 2023, the Authority issued $159.4 million of Revenue Bonds to pay the construction cost of building a Consolidated Rental Car Facility. This bond issue was sold with the limited tax general obligation of the County and utilized the County's bond rating. Their rating for this issue was AAA from Standard & Poor's and Aaa from Moody's.

In November 2021, the Authority issued $93.7 million of Revenue Bonds to pay the construction cost of expanding and renovating concourse A. This bond issue was sold with the limited tax general obligation of

(Continued)

the County and utilized the County's bond rating. Their rating for this issue was AAA from Standard & Poor's and Aaa from Moody's.

In July 2021, the Authority issued $19.8 million of Revenue Refunding Bonds to pay the cost of refunding the outstanding Airport Revenue Refunding Bonds, Series 2011. This bond issue, like the 2009 Refunding Bonds, was sold with the limited tax general obligation of the County and utilized the County's bond rating. Their rating for this issue was AAA from Standard & Poor's and Aaa from Moody's.

In November 2018, the Authority issued $12.7 million of Revenue Refunding Bonds to pay the cost of refunding the outstanding Airport Revenue Refunding Bonds, Series 2009. This bond issue, like the 2009 Refunding Bonds, was sold with the limited tax general obligation of the County and utilized the County's bond rating. Their rating for this issue was AAA from Standard & Poor's and Aaa from Moody's.

Additional information on the Authority's revenue bonds payable can be found in Note 5 of this report.

ECONOMIC FACTORS AND NEXT YEAR'S RATES

During 2025, the Airport saw passenger activity increase 3.2% over the previous record year set in 2024, ending the year with a new record of 4.30 million total passengers. All but two months were month-over-month increases from prior year, with four months where the increase exceeded 5% growth. Passenger growth has leveled off in the first part of 2026, and projections based on airline seat forecasts show that 2026 should be expected to very similar to 2025.

Total operating revenues were $90.4 million in 2025, also setting a new record. All revenue sources contributed to the new high mark, with each major category having a monthly record at some point during year. Parking revenue was the largest portion of total revenues at $40.0 million, followed by Aeronautical revenues of $31.5 million. The remaining $18.9 million is made up of various concessions and building/land rental contracts.

As seen in the tables above, the Authority's 2025 operating expenses were substantially higher than the previous year. Some of this is due to the inflationary impacts seen across many industries, but much of it is associated with establishing our staffing numbers and facilities to be in position for both our realized and forecasted passenger growth. For both operational and capital spending, the Authority works closely with industry consultants and construction partners to prioritize which projects should be moving forward and when the resulting assets need to be in place to accommodate forecasted levels of both passengers and airline activity.

As of December 2025, the Authority held $80.1 million in an investment account, comprised primarily of remaining bond proceeds from both the March 2023 and April 2024 issues. These funds are held in this account until that time they are needed for payment of construction projects. The funds are invested in a variety of government investment vehicles, so are subject to very little risk. Also included in the account total is $17.4 million of Airport General Funds.

The retirement fund the Authority has for pensioned employees continues to be over-funded (at 103% as of the latest actuarial valuation), and the Authority does not foresee the need to contribute any large one-time deposits in order to stay compliant with regulations in place on the accounts.

(Continued)

2025 results continued to build on the successes which were seen in 2023 and 2024, with new records being set over the previous record results of 2024. The economy of West Michigan continues to outperform both the rest of the state and country, and the results at the Airport are a solid representation of that trend. The Authority is confident that the local West Michigan economy will continue to strengthen, and the Airport will continue to be an important piece of infrastructure helping to facilitate that growth.

As we look forward to 2026 and beyond, we are expecting passenger and airline activity to level off from the steep growth we have seen over the past 10+ years. The increased costs of jet fuel for the airlines in 2026, which in turn will most likely result in higher passenger fares, does raise some concern for the level of activity we expect to see in the near future. The bankruptcy announcement and cessation of operations for Spirit Airlines in April 2026 does not directly impact the Gerald R. Ford International Airport, and we have no immediate concerns of route options being reduced by our existing providers.

As we near the completion of the largest capital expansion we have undertaken to date, we do expect that our operational and capital expenditures will return to normal levels, more closely reflecting the local costs of inflation. By containing those operating costs we do have control over, and prioritizing capital needs based on passenger growth, we expect to keep airline rate increases at a minimum for the foreseeable future.

REQUESTS FOR INFORMATION

This financial report is designed to provide general overview of the Authority's finances for all those with an interest in the Authority's finances. Questions concerning any of the information provided in this report, or requests for additional financial information, may be addressed to the Chief Financial Officer, Gerald R. Ford International Airport Authority, 5500 44th Street SE, Grand Rapids, Michigan 49512-4055.

Respectfully submitted,

Torrance A. Richardson, A.A.E.
President and CEO

	2025	2024
ASSETS		
Current assets:		
Cash, cash equivalents, and investments (Note 2)	$ 50,171,621	$ 32,243,144
Restricted cash, cash equivalents, and investments (Notes 2 and 3)	24,453,202	23,681,886
Receivables:		
Accounts receivable - Net	8,534,776	3,750,361
Due from other governments	8,432,822	3,087,604
Inventory	473,233	395,542
Prepaid expenses and deposits	2,523,878	2,505,238
Lease receivable (Note 6)	1,377,235	1,336,598
Total current assets	95,966,767	67,000,373
Noncurrent assets:		
Restricted assets:		
Restricted cash, cash equivalents, and investments (Notes 2 and 3)	108,101,561	225,039,153
Accounts receivable - Net (Note 3)	1,800,536	2,070,562
Net pension asset (Note 8)	2,704,375	713,872
Capital assets: (Note 4)		
Assets not subject to depreciation	266,673,926	193,050,940
Assets subject to depreciation - Net	466,949,904	426,780,100
Leases receivable (Note 6)	8,446,112	9,971,325
Total noncurrent assets	854,676,414	857,625,952
Total assets	950,643,181	924,626,325
DEFERRED OUTFLOWS OF RESOURCES		
Deferred charges on bond refundings (Note 5)	2,623,740	2,786,282
Deferred pension costs (Note 8)	2,419,879	4,171,466
Total deferred outflows of resources	5,043,619	6,957,748

(Continued)

	2025	2024
LIABILITIES		
Current liabilities:		
Payables:		
Accounts payable	4,412,296	3,621,588
Construction contracts payable	30,485,962	18,113,129
Payables from restricted assets:		
Accrued interest payable	11,486,367	11,576,300
Bonds payable (Note 5)	12,697,825	12,105,586
Unearned revenue	1,300,223	932,359
Other accrued liabilities	1,670,668	1,067,833
Total current liabilities	62,053,341	47,416,795
Noncurrent liabilities: (Note 5)		
Bonds payable - Net of current portion (Note 5)	458,011,034	469,466,357
Other noncurrent liabilities	-	382,867
Total noncurrent liabilities	458,011,034	469,849,224
Total liabilities	520,064,375	517,266,019
DEFERRED INFLOWS OF RESOURCES		
Deferred pension cost reductions (Note 8)	$ 1,624,283	$ 69,748
Deferred inflows related to leases (Note 6)	8,952,371	10,568,865
Total deferred inflows of resources	10,576,654	10,638,613
NET POSITION		
Net investment in capital assets	297,780,732	300,796,102
Restricted:		
Debt service	12,466,835	17,342,727
Debt reserve	6,187	6,092
Passenger facility charges - Capital improvements	27,309,385	24,431,853
Customer facility charges - Capital improvements	19,858,542	19,570,777
Pension benefits	2,704,375	713,872
Unrestricted	64,919,715	40,818,018
Total net position	$ 425,045,771	$ 403,679,441

See notes to financial statements.

GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY
STATEMENTS OF REVENUE, EXPENSES, AND CHANGES IN NET POSITION
Years Ended December 31, 2025 and 2024

	2025	2024
Operating revenue		
Passenger airlines	$ 30,732,389	$ 28,716,278
Ground transportation	40,869,137	40,270,173
Car rental agencies	6,780,887	6,537,767
Cargo airlines	3,311,314	3,424,102
General aviation	2,864,440	2,681,559
Concessions	3,500,182	3,317,548
Other	2,317,479	2,493,952
Total operating revenue	90,375,828	87,441,379
Operating expenses		
Salaries and fringes	19,759,429	18,624,731
Materials and supplies	2,343,882	2,027,377
Contractual services	32,889,734	29,679,704
Depreciation	29,873,993	28,535,412
Total operating expenses	84,867,038	78,867,224
Operating income	5,508,790	8,574,155
Nonoperating revenue (expense)		
Gain on sale of assets	57,718	101,645
Interest and investment income	8,591,659	12,305,166
Interest expense	(20,254,418)	(17,255,141)
Passenger facility charges	8,571,998	8,337,699
Customer facility charges	9,193,461	8,682,930
Total nonoperating revenue	6,160,418	12,172,299
Income - before capital contributions	11,669,208	20,746,454
Capital contributions		
Capital grants	8,897,122	14,566,344
Donations	800,000	1,000,000
Total capital contributions	9,697,122	15,566,344
Change in net position	21,366,330	36,312,798
Net position - beginning of year	403,679,441	367,366,643
Net position - end of year	$ 425,045,771	$ 403,679,441

See notes to financial statements.

	2025	2024
Cash flows from operating activities		
Receipts from customers and users	$ 85,959,277	$ 86,905,450
Payments to suppliers	(34,539,239)	(34,437,622)
Payments to employees and fringes	(19,840,336)	(17,721,983)
Net cash and cash equivalents provided by operating activities	31,579,702	34,745,845
Cash flows from capital and related financing activities		
Passenger facility charges collected	8,588,524	8,195,310
Customer facility charges collected	9,446,961	8,154,211
Capital contributions received	4,351,904	25,042,498
Proceeds from sale of capital assets	57,718	101,645
Purchase of capital assets	(131,510,841)	(137,093,823)
Principal paid on capital debt	(85,535,000)	(9,635,000)
Debt service charges and bond sale expenses	(20,164,485)	(20,124,522)
Issuance of revenue bonds	70,865,000	94,035,000
Proceeds from premiums on revenue bonds issued	6,328,000	5,782,033
Net cash and cash equivalents (used in) capital and related financing activities	(137,572,219)	(25,542,648)
Cash flows from investing activities		
Interest received	7,754,718	12,438,467
Purchases of investment securities	-	(9,342,505)
Proceeds from sale and maturities of investment securities	4,382,566	17,035,521
Net cash and cash equivalents provided by investing activities	12,137,284	20,131,483
Net increase in cash and cash equivalents	(93,855,233)	29,334,680
Cash and cash equivalents - beginning of year	274,427,062	245,092,382
Cash and cash equivalents - end of year	$ 180,571,829	$ 274,427,062

(Continued)

	2025	2024
Classification of cash and cash equivalents		
Cash, cash equivalents, and investments	$ 50,171,621	$ 32,243,144
Current restricted cash, cash equivalents, and investments	24,453,202	23,681,886
Noncurrent restricted cash, cash equivalents, and investments	108,101,561	225,039,153
Less amounts classified as investments	(2,154,555)	(6,537,121)
	$ 180,571,829	$ 274,427,062
Reconciliation of operating income to net cash and cash equivalents from operating activities		
Operating income	$ 5,508,790	$ 8,574,155
Adjustments to reconcile operating income to net cash and cash equivalents from operating activities:		
Depreciation	29,873,993	28,535,412
Changes in assets and liabilities:		
Accounts receivable	(4,784,415)	(535,947)
Inventories	(77,691)	126,894
Prepaid expenses and deposits	(18,640)	(478,786)
Net pension asset and deferred pension costs and cost reduct	(300,875)	1,399,065
Accounts payable	790,708	(2,709,280)
Other accrued liabilities	587,832	(165,668)
Total adjustments	26,070,912	26,171,690
Net cash and cash equivalents provided by operating activities	$ 31,579,702	$ 34,745,845
Noncash activities:		
Capital assets included in construction contracts payable	$ 15,784,234	$ 6,934,484

See notes to financial statements.

NOTE 1 - SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity: The Gerald R. Ford International Airport Authority (the "Authority") was incorporated as a public body on September 2, 2015 and commenced operations on July 1, 2016. The Authority's purpose is to operate and maintain the Gerald R. Ford International Airport in Grand Rapids, Michigan. It is the second largest airport in Michigan, with flights to 31 domestic locations.

The Authority is governed by a seven-member board whose members are appointed by the County of Kent, Michigan (the "County") and is reported as a discretely presented component unit of the County.

Accounting and Reporting Principles: The Authority follows accounting principles and policies generally accepted in the United States of America (GAAP), as applicable to governmental units. Accounting and financial reporting pronouncements are promulgated by the Governmental Accounting Standards Board (GASB).

Report Presentation: This report includes the fund-based statements of the Authority. In accordance with government accounting principles, a government-wide presentation with program and general revenue is not applicable to special purpose governments engaged only in business-type activities.

Fund Accounting: Proprietary funds include enterprise funds, which provide goods or services to users in exchange for charges or fees. The Authority reports all activity in a single enterprise fund. Proprietary funds distinguish operating revenue and expenses from nonoperating items. Operating revenue and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenue of the Authority is from airlines, parking, rental cars, and concessions. Operating expenses include the cost of services, material and supplies, administrative expenses, and depreciation on capital assets. All revenue and expenses not meeting this definition are reported as nonoperating revenue and expenses.

Basis of Accounting: Proprietary funds use the economic resources measurement focus and the full accrual basis of accounting. Revenue is recorded when earned, and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows.

Specific Balances and Transactions:

Cash and Cash Equivalents: Cash and cash equivalents include cash on hand, demand deposits, money market funds, short-term investments with a maturity of three months or less when acquired, and short-term accrued interest.

Investments: Investments are reported at fair value or estimated fair value based on quoted market prices. Short-term investments are reported at cost, which approximates fair value. Investments are stated at fair value except for investments in certain investment pools, which are valued at amortized cost.

Positions in external investment pools are not required to be categorized within the fair value hierarchy and are classified as cash equivalents.

Accounts Receivable: Accounts receivable are customer obligations generally due under normal trade terms. The allowance for possible losses is determined by reviewing known customer exposures and applying historical credit loss experience to the current receivable accounts with consideration given to the current condition of the economy, assessment of the financial position of the customer, and overall trends in receivables aged beyond their contractual terms. After all attempts to collect a receivable have failed, the receivable is written off against the allowance for possible losses.

(Continued)

NOTE 1 - SIGNIFICANT ACCOUNTING POLICIES (Continued)

Due from Other Governments: Amounts due from other governments include amounts due from grantors for specific programs and capital projects. Program grants and capital grants for capital assets are recorded as receivables and revenue at the time eligible project costs are incurred and reimbursement is requested. Cash received in advance of project costs being incurred is reported as unearned revenue.

Inventories and Prepaid Items: Inventories, which consist of fuel and runway deicers, are valued at cost on a first-in, first-out basis. Inventories are recorded as expenditures when consumed rather than when purchased. Certain payments to vendors reflect costs applicable to future accounting periods. For such payments, the Authority accrues prepaid items in the financial statements.

Restricted Assets: Restricted assets consist of moneys and other resources whose use is restricted either through external restrictions imposed by creditors, grantors, contributors, and the like or through restrictions imposed by law through constitutional provisions or enabling legislation. The distinction between current and noncurrent restricted assets is that noncurrent assets are restricted for long-term debt service, reserves, capital expenditures, and unspent bond proceeds.

Bond Discounts and Premiums: Premiums and discounts associated with various bond issues are being amortized by the straight-line method, which is materially consistent with the effective interest method, over the repayment periods of the related bonds. Amortization of these items is charged to interest expense.

Capital Assets: Capital assets include land improvements, buildings and improvements, equipment, systems, office equipment and furniture, and vehicles. Capital assets are defined by the Authority as assets with an initial individual cost of more than $50,000 and an estimated useful life in excess of three years. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed, net of accumulated depreciation. Donated capital assets are recorded at estimated acquisition value at the date of donation.

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

Capital assets are depreciated using the straight-line method over the following useful lives:

	Depreciable Life - Years
Land improvements	20-30
Buildings and improvements	30-50
Equipment and systems	3-12
Office equipment and furniture	5-15
Vehicles	3-7

The Authority reviews long-lived assets, including land, buildings, and other capital assets, for impairment whenever events or changes in circumstances indicate that the carrying amount of an asset exceeds its fair market value. If it is determined that an impairment loss has occurred based on expected future undiscounted cash flows, the asset is written down to its net value and a current charge to income is recognized. There was no impairment loss recognized during 2025 or 2024.

(Continued)

NOTE 1 - SIGNIFICANT ACCOUNTING POLICIES (Continued)

Deferred Outflows/Inflows of Resources: In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element represents a consumption of net assets that applies to future periods and will not be recognized as an outflow of resources (expense) until then. The Authority reports deferred outflows related to pension costs, as well as for deferred losses on refunding. See Note 8 for details on pension costs. A deferred refunding loss results from the difference in the carrying value of refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt.

In addition to liabilities, the statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element represents an acquisition of net assets that applies to future periods and will not be recognized as an inflow of resources (revenue) until that time. The Authority reports deferred inflows related to pension cost reductions and leases. See Note 8 for details on pension costs and Note 6 for details on leases.

Net Position: Net position of the Authority is classified in three components. Net investment in capital assets consists of capital assets net of accumulated depreciation and is reduced by the current balances of any outstanding borrowings used to finance the purchase or construction of those assets. The restricted component of net position consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets. Unrestricted net position is the remaining net position that does not meet the definition of invested in capital or restricted.

Net Position Flow Assumption: The Authority will sometimes fund outlays for a particular purpose from both restricted and unrestricted resources. In order to calculate the amounts to report as restricted net position and unrestricted net position in the financial statements, a flow assumption must be made about the order in which the resources are considered to be applied. It is the Authority's policy to consider restricted net position to have been depleted before unrestricted net position is applied.

Passenger Airline Charges: The Authority sets rates and charges for landing fees, terminal rental rates, and apron fees that are charged to the airlines for services based on the adopted operating and capital budgets. These rates and charges are adopted by the board in October and are effective January 1. At the end of the year, the Authority does a recalculation of the rates based on actual activity and audited information. The difference between the rates and charges is then either credited to the airlines if they have overpaid during the year or billed to the airlines if they underpaid during the year.

Facility Charges, Capital Contributions, and Other Grants: Passenger facility charges (PFC) are collected from airlines that service the airport for each enplaned passenger, and such charges must be used to fund capital projects. The Authority received approval from the Federal Aviation Administration (FAA) on September 9, 1992 to start collecting a $3 PFC. The Authority received approval to use PFC revenue previously collected, as well as future charges, on February 2, 1996. On September 8, 2005, the FAA approved a $1.50 increase of the PFC to $4.50. The PFC revenue is currently authorized for paying a portion of debt service on the Airport Revenue Refunding Bonds, Series 2021. The additional PFC revenue will be used for terminal improvements. Passenger facility charges are recorded as nonoperating revenue when the underlying transaction between the airline and the passenger occurs.

(Continued)

NOTE 1 - SIGNIFICANT ACCOUNTING POLICIES (Continued)

Customer facility charges (CFC) are collected for rental-car-related capital projects. A CFC of $3 per transaction day on rental car transactions was approved by the Gerald R. Ford International Airport Authority board on August 31, 2005. The CFC revenue was used to develop new rental car service facilities and rental vehicle ready/return spaces in the parking structure. Consequently, revenue is recognized when earned and is classified as nonoperating revenue. As of March 1, 2016, the amount collected in CFCs and rental income from the car rental agencies reached the total amount expended in the development of the new rental car service facilities. At that time, the board approved for the CFC revenue to be put toward the payment of debt incurred during the 2015 construction of the roof of the parking structure, as well as a maintenance fund for the car rental service facilities. On June 1, 2022, the board approved an increase in the CFC amount to $6 per transaction day, and then another increase to $9.75 per transaction day on January 1, 2024. These increases were authorized to establish a CFC Fund balance adequate for payment of the debt service associated with the construction of a consolidated rental car facility, namely the 2023 Series. Based on current collection rates, the Authority anticipates that the current CFC rate will be in place for the full life of the Series 2023 bonds, expiring on January 1, 2053.

The Authority receives a significant amount of funding through the Airport Improvement Program of the Federal Aviation Administration, with certain matching funds provided by the Authority and the State of Michigan. Capital funding provided under government grants is recognized when all eligibility criteria have been met, which is typically when the related allowable expenditures have been incurred. Grants for capital asset acquisitions, facilities development, and rehabilitation are reported in the statement of revenue, expenses, and changes in net position after nonoperating revenue (expenses) as capital contributions.

<u>Pension</u>: The Authority offers a pension plan, as described in Note 8. The Authority records a net pension asset for the difference between the total pension liability calculated by the actuary and the Authority's share of the pension plan’s fiduciary net position. For the purpose of measuring the net pension asset, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the pension plan and additions to/deductions from the pension plan’s fiduciary net position have been determined on the same basis as they are reported by the pension plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

<u>Compensated Absences</u>: Authority employees are granted vacation leave in varying amounts based on their length of service. Employees may accumulate up to a predetermined amount of vacation leave. Upon termination, employees are paid for unused vacation at the current rates. A leave liability is recognized due to the leave attributable to services already rendered, leave that accumulates, and leave that is more likely than not to be used for time off or otherwise paid in cash or settled through noncash means. At December 31, 2025 and 2024, the Authority's compensated absences liability was approximately $866,000 and $776,000, respectively. The increase of approximately $90,000 represents the net change in the liability during 2025. The liability is recorded as an other accrued liability on the statement of net position with approximately 50 percent presented as the current portion.

<u>Use of Estimates</u>: The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the period. Actual results could differ from those estimates.

NOTE 1 - SIGNIFICANT ACCOUNTING POLICIES (Continued)

Upcoming Accounting Pronouncements: In December 2023, the Governmental Accounting Standards Board issued Statement No. 102, *Certain Risk Disclosures*, which requires governments to assess whether a concentration or constraint makes the government vulnerable to the risk of a substantial impact. It also requires governments 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 12 months of the date the financial statements are issued. If certain criteria are met for a concentration or constraint, disclosures are required in the notes to the financial statements. The provisions of this statement were implemented for the Authority's financial statements for the year ending December 31, 2025 and there was no impact from adoption of the standard.

NOTE 2 - DEPOSITS AND INVESTMENTS

Deposits and investments are reported in the financial statements as follows:

	2025	2024
Current assets:		
Cash, cash equivalents, and investments	$ 50,171,621	$ 32,243,144
Restricted cash, cash equivalents, and investments	24,453,202	23,681,886
Noncurrent assets - Restricted cash, cash equivalents, and investments	108,101,561	225,039,153
	$ 182,726,384	$ 280,964,183

These amounts are classified into the following deposits and investment categories:

	2025	2024
Cash on hand	$ 950	$ 950
Deposits with financial institutions	72,790,797	58,933,387
Collateralized deposits	21,649,856	22,160,190
County of Kent, Michigan investment pool	5,887,588	5,669,639
Money market funds	80,087,660	187,435,087
U.S. Treasury securities	2,309,533	6,764,930
Total deposits and investments	$ 182,726,384	$ 280,964,183

Michigan Compiled Laws Section 129.91 (Public Act 20 of 1943, as amended) authorizes the Authority to make deposits and invest in the accounts of federally insured banks, credit unions, and savings and loan associations that have offices in Michigan. The law also allows investments outside the state of Michigan when fully insured. The local unit is allowed to invest in bonds, securities, and other direct obligations of the United States or any agency or instrumentality of the United States; repurchase agreements; bankers' acceptances of United States banks; commercial paper rated within the two highest classifications that matures no more than 270 days after the date of purchase; obligations of the State of Michigan or its political subdivisions that are rated as investment grade; and mutual funds composed of investment vehicles that are legal for direct investment by local units of government in Michigan.

(Continued)

NOTE 2 - DEPOSITS AND INVESTMENTS (Continued)

The Authority's cash and investments are subject to several types of risk, which are examined in more detail below:

Custodial Credit Risk of Bank Deposits - Custodial credit risk is the risk that, in the event of a bank failure, the Authority's deposits may not be returned to it. State law does not require and the Authority does not have a specific policy pertaining to custodial credit risk for deposits that is more restrictive than state law. As of December 31, 2025 and 2024, the Authority had bank deposits of $94,177,485 and $82,111,498, respectively, that were uninsured. The Authority's collateralized deposits represent amounts held in bond reserve and redemption accounts that are collateralized by U.S. government treasury and agency securities. Custodial credit risk for the balance held in the county investment pool cannot be determined because the Authority's balance does not correspond to specific bank accounts.

Custodial Credit Risk of Investments - Custodial credit risk is the risk that, in the event of the failure of the counterparty, the Authority will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. State law does not require and the Authority does not have a specific policy pertaining to custodial credit risk for deposits that is more restrictive than state law.

Interest Rate Risk - Interest rate risk is the risk that the value of investments will decrease as a result of a rise in interest rates. State law limits the allowable investments and the maturities of some of the allowable investments, as identified above. The Authority's investment policy does not have specific limits in excess of state law on investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates. The Authority's investments do not have identifiable maturity dates, except for U.S. Treasury securities. All U.S. Treasury securities have a maturity less than one year.

Credit Risk - State law limits investments to specific government securities, certificates of deposit, bank accounts with qualified financial institutions, and commercial paper with specific maximum maturities and ratings when purchased, bankers' acceptances of specific financial institutions, qualified mutual funds, and qualified external investment pools, as identified above. The Authority has no investment policy that would further limit its investment choices. As of December 31, the credit quality ratings of securities are as follows:

Investment	Carrying Value 2025	Carrying Value 2024	Rating	Rating Organization
Bank investment pool - Goldman Sachs Financial Square Government Fund*	$ 19,374,440	$ 62,957,662	AAAm	S&P
Bank investment pool - Goldman Sachs Financial Square Treasury Obligations Fund*	10,912,440	26,521,174	AAAm	S&P
Bank investment pool - Dreyfus Treasury Obligations Cash Management Fund*	13,621,311	36,046,084	AAAm	S&P
Bank investment pool - INVESCO Stit Government & Agency Portfolio Fund*	18,490,556	30,954,078	AAAm	S&P
Bank investment pool - State Street Institutional Treasury Plus Money Market Fund*	17,688,913	30,956,089	AAAm	S&P
External investment pool - County of Kent, Michigan	5,887,588	5,669,639	Not rated	S&P
Total	$ 85,975,248	$ 193,104,726		

*Investments are valued at amortized cost rather than fair value. There are no limitations or restrictions on participant withdrawals.

(Continued)

NOTE 2 - DEPOSITS AND INVESTMENTS (Continued)

Concentration of Credit Risk - Concentration of credit risk is the risk of loss attributed to the magnitude of the County's investment in a single issuer. State law limits allowable investments but does not limit concentration of credit risk, as identified in the list of authorized investments above. The Authority's investment policy minimizes concentration of credit risk by requiring that, with the exception of U.S. Treasurys and authorized pools, no more than 25 percent of the portfolio be invested in a single security type or with a single financial institution.

Investments in Entities that Calculate Net Asset Value per Share: The Authority invests in the Kent County External Investment Pool, managed by the county treasurer. Investments underlying the Kent County External Investment Pool consist primarily of short-term certificates of deposit, which are carried at cost plus accrued interest, and U.S. Treasury securities and agencies, which are carried at fair value. Investment income earned as a result of cash pooling is allocated to participating governments.

At December 31, 2025 and 2024, the fair value of the county investment pool was $5,887,588 and $5,669,639, respectively. There were no unfunded commitments, no restrictions on redemption frequency, and no redemption notice periods.

Fair Value Measurements: The Authority categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets, Level 2 inputs are significant other observable inputs, and Level 3 inputs are significant unobservable inputs. Investments that are measured at fair value using the net asset value per share (or its equivalent) as a practical expedient are not classified in the fair value hierarchy below.

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 particular inputs to these fair value measurements requires judgment and considers factors specific to each asset.

As of December 31, the Authority has the following recurring fair value measurements:

	Assets Measured at Carrying Value on a Recurring Basis at December 31, 2025			
	Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)	Balance at December 31, 2025
Investments - Debt securities - U.S. Treasury securities	$ 2,309,533	$ -	$ -	$ 2,309,533

(Continued)

NOTE 2 - DEPOSITS AND INVESTMENTS (Continued)

	Assets Measured at Carrying Value on a Recurring Basis at December 31, 2024			
	Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)	Balance at December 31, 2024
Investments - Debt securities - U.S. Treasury securities	$ 6,764,930	$ -	$ -	$ 6,764,930

Debt securities classified in Level 1 are valued using prices quoted in active markets for those securities.

NOTE 3 - RESTRICTED ASSETS

At December 31, 2025 and 2024, restricted assets are composed of the following:

	2025	2024
Current restricted cash and cash equivalents -		
Debt service	$ 23,953,202	$ 23,681,886
Construction	500,000	-
Total current restricted assets	24,453,202	23,681,886
Noncurrent restricted cash and cash equivalents:		
Debt service	6,187	5,243,233
Passenger facility charges	26,104,486	23,210,428
Customer facility charges	19,262,905	18,721,640
Unspent bond proceeds	62,727,983	177,863,852
Noncurrent restricted accounts receivable:		
Passenger facility charges	1,204,899	1,221,425
Customer facility charges	595,637	849,137
Total noncurrent restricted assets	109,902,097	227,109,715
Total restricted assets	$ 134,355,299	$ 250,791,601

(Continued)

NOTE 4 - CAPITAL ASSETS

Capital asset activity of the Authority was as follows:

	Balance January 1, 2025	Reclassifications	Additions	Disposals and Adjustments	Balance December 31, 2025
Capital assets not being depreciated:					
Construction in progress	$ 189,856,457	$ (70,043,797)	$ 142,417,787	$ -	$ 262,230,447
Land	3,194,483	-	1,248,996	-	4,443,479
Subtotal	193,050,940	(70,043,797)	143,666,783	-	266,673,926
Capital assets being depreciated:					
Land improvements	320,765,254	22,758,396	-	-	343,523,650
Buildings and improvements	472,734,914	46,564,754	-	-	519,299,668
Equipment	36,140,521	343,106	-	-	36,483,627
Systems	17,331,068	-	-	-	17,331,068
Office equipment and furniture	4,749,862	57,906	-	-	4,807,768
Vehicles	3,155,470	319,635	-	(169,114)	3,305,991
Subtotal	854,877,089	70,043,797	-	(169,114)	924,751,772
Accumulated depreciation:					
Land improvements	206,413,905	-	9,901,725	-	216,315,630
Buildings and improvements	187,075,463	-	15,983,366	-	203,058,829
Equipment	17,815,692	-	1,909,488	-	19,725,180
Systems	12,809,227	-	1,366,481	-	14,175,708
Office equipment and furniture	2,325,054	-	209,692	-	2,534,746
Vehicles	1,657,648	-	503,241	(169,114)	1,991,775
Subtotal	428,096,989	-	29,873,993	(169,114)	457,801,868
Net capital assets being depreciated	426,780,100	70,043,797	(29,873,993)	-	466,949,904
Total governmental activities	$ 619,831,040	$ -	$ 113,792,790	$ -	$ 733,623,830

(Continued)

NOTE 4 - CAPITAL ASSETS (Continued)

	Balance January 1, 2024	Reclassifications	Additions	Disposals and Adjustments	Balance December 31, 2024
Capital assets not being depreciated:					
Construction in progress	$ 93,032,026	$ (38,419,500)	$ 135,243,931	$ -	$ 189,856,457
Land	-	-	3,194,483	-	3,194,483
Subtotal	93,032,026	(38,419,500)	138,438,414	-	193,050,940
Capital assets being depreciated:					
Land improvements	319,321,954	1,443,300	-	-	320,765,254
Buildings and improvements	439,521,801	33,213,113	-	-	472,734,914
Equipment	33,669,544	2,519,577	-	(48,600)	36,140,521
Systems	16,880,371	450,697	-	-	17,331,068
Office equipment and furniture	4,729,354	20,508	-	-	4,749,862
Vehicles	2,649,700	772,305	-	(266,535)	3,155,470
Subtotal	816,772,724	38,419,500	-	(315,135)	854,877,089
Accumulated depreciation:					
Land improvements	196,839,052	-	9,574,853	-	206,413,905
Buildings and improvements	172,109,129	-	14,966,334	-	187,075,463
Equipment	16,029,034	-	1,835,258	(48,600)	17,815,692
Systems	11,345,835	-	1,463,392	-	12,809,227
Office equipment and furniture	2,092,441	-	232,613	-	2,325,054
Vehicles	1,439,875	-	462,962	(245,189)	1,657,648
Subtotal	399,855,366	-	28,535,412	(293,789)	428,096,989
Net capital assets being depreciated	416,917,358	38,419,500	(28,535,412)	(21,346)	426,780,100
Total governmental activities	$ 509,949,384	$ -	$ 109,903,002	$ (21,346)	$ 619,831,040

The construction in progress as of December 31, 2025 and 2024 of $262,230,447 and $189,856,457, respectively, relates to various projects being funded by federal, state, and authority funds.

Depreciation expense for the years ended December 31, 2025 and 2024 was $29,873,993 and $28,535,412, respectively.

The County of Kent, Michigan owns the land underlying the Authority's operations. In December 2015, the Authority entered into a 40-year lease with the County to use the land for any purposes the Authority deems to be consistent with the best interest of operating the airport for a payment of $1. At the end of the 40-year term, the lease shall renew for successive 20-year terms unless either party gives proper notice of termination.

Construction Commitments: The Authority has active construction projects at year end. The projects include the ConRAC Facility and Parking Structure, Power Generator, and ARFF Station, among others. At December 31, 2025, the Authority's commitments with contractors were approximately $56,913,000.

(Continued)

NOTE 5 - LONG-TERM DEBT

Long-term debt activity for the years ended December 31, 2025 and 2024 can be summarized as follows:

	2025				
	Beginning Balance	Additions	Reductions	Ending Balance	Due within One Year
Bonds and contracts payable:					
Other debt - Revenue bonds	$ 441,280,000	$ 70,865,000	$ (85,535,000)	$ 426,610,000	$ 10,200,000
Unamortized bond premiums	40,291,943	6,328,000	(2,521,084)	44,098,859	2,497,825
Total bonds and contracts payable	$ 481,571,943	$ 77,193,000	$ (88,056,084)	$ 470,708,859	$ 12,697,825

	2024				
	Beginning Balance	Additions	Reductions	Ending Balance	Due within One Year
Bonds and contracts payable:					
Other debt - Revenue bonds	$ 356,880,000	$ 94,035,000	$ (9,635,000)	$ 441,280,000	$ 9,980,000
Unamortized bond premiums	38,450,429	5,782,033	(3,940,519)	40,291,943	2,125,586
Total bonds and contracts payable	$ 395,330,429	$ 99,817,033	$ (13,575,519)	$ 481,571,943	$ 12,105,586

The Authority had deferred outflows of $2,623,740 and $2,786,282 related to deferred charges on bond refundings at December 31, 2025 and 2024, respectively.

Revenue Bonds: Revenue bonds payable consist of the following bond issues as of December 31, 2025 and 2024:

	Maturity Date	Interest Rate	2025	2024
Airport revenue bonds, Series 2015	1/1/2035	1.50-5.00%	$ -	$ 9,705,000
Airport revenue refunding bonds, Series 2015	1/1/2037	4.00-5.00%	-	70,580,000
Airport revenue refunding bonds, Series 2018	1/1/2025	5.00%	-	2,405,000
Airport revenue refunding bonds, Series 2021	1/1/2028	4.00-5.00%	8,670,000	11,515,000
Airport revenue bonds, Series 2021	1/1/2051	5.00%	93,650,000	93,650,000
Airport revenue bonds, Series 2023	1/1/2053	4.50-5.50%	159,390,000	159,390,000
Airport revenue bonds, Series 2024	1/1/2054	5.00%	94,035,000	94,035,000
Airport revenue refunding bonds, Series 2025	1/1/2037	5.00%	70,865,000	-
Total			$ 426,610,000	$ 441,280,000

NOTE 5 - LONG-TERM DEBT (Continued)

Debt Service Requirements to Maturity: Annual debt service requirements to maturity for the above bonds and note obligations are as follows:

Years Ending December 31,	Principal	Interest	Total
2026	$ 10,200,000	$ 17,407,584	$ 27,607,584
2027	9,485,000	21,068,158	30,553,158
2028	8,755,000	20,728,475	29,483,475
2029	9,075,000	20,342,305	29,417,305
2030	9,525,000	19,882,335	29,407,335
2031-2035	55,210,000	91,646,888	146,856,888
2036-2040	66,280,000	76,245,845	142,525,845
2041-2045	82,110,000	57,308,197	139,418,197
2046-2050	105,925,000	32,858,733	138,783,733
2051-2055	70,045,000	5,989,659	76,034,659
	$ 426,610,000	$ 363,478,179	$ 790,088,179

There are a number of limitations and restrictions contained in the various bond indentures. All revenue bonds outstanding and interest thereon are secured by a statutory first lien, subject only to prior liens, on the net revenue of the Authority. In compliance with bond agreements, the Authority had a letter of credit available totaling $17,844,417, which had not been drawn upon during 2023. The letter of credit expired on December 1, 2023 and was replaced with a surety policy to cover any liability associated with the Authority's potential inability to meet future debt payments. In addition, all bonds bear the limited tax pledge of the full faith and credit of the County of Kent, Michigan to advance necessary amounts to meet principal and interest payments in the event that revenue of the Authority is insufficient to meet requirements.

Pledged Revenue: The Authority has pledged airport revenue as security for outstanding bonds, which were issued to provide funding for various capital projects. The Authority has committed to appropriate each year, from certain airport revenue net of related operating expenses, amounts sufficient to cover the principal and interest requirements of the debt. Total principal and interest remaining on the debt is $790,088,179, with annual requirements ranging from $7,200,000 to $30,600,000. For the years ended December 31, 2025 and 2024, there was $85,535,000 and $9,635,000, respectively, in principal payments, and interest expense totaled $20,254,418 and $17,255,141, respectively. Net revenue pledged for debt service was approximately $47,951,000 and $49,858,000 for the years ended December 31, 2025 and 2024, respectively.

(Continued)

NOTE 6 - LEASES

The Authority, as a lessor, recognizes a lease receivable and a deferred inflow of resources at the commencement of the lease term, with certain exceptions for certain regulated leases and short-term leases. As lessor, the asset underlying the lease is not unrecognized. The lease receivable is measured at the present value of the lease payments expected to be received during the lease term. The deferred inflow of resources is measured at the value of the lease receivable in addition to any payments received at or before the commencement of the lease term that relate to future periods.

The Authority leases certain assets to various third parties. The assets leased include land, building facilities, and office/operating space inside the airport terminal. Payments of leases of land and buildings outside the terminal are most often received as a fixed monthly amount. Leases with businesses that conduct sales directly with passengers most often are set up as variable rent based on a percentage of gross revenue, with a Minimum Annual Guarantee (MAG) to provide a certain amount of revenue regardless of operational success of the lessee. Lease terms vary from month to month to over 20 years, but the majority of leases are under 5 years in length.

The Authority has adopted the following policies to assist in determining lease treatment according to the requirements of GASB Statement No. 87 (GASB 87):

- The maximum possible lease term(s) is noncancelable 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. The term of the lease will exclude possible termination periods that are not deemed to be reasonably certain, given all available information, regarding the likelihood of exercise.
- For the fiscal years ended December 31, 2025 and 2024, all leases with associated receivables are based on fixed payments and do not have variable payment components included in the receivable.

During the years ended December 31, 2025 and 2024, the Authority recognized the following related to its lessor agreements:

	2025	2024
Lease revenue	$ 1,484,576	$ 1,128,282
Interest income related to leases	466,410	494,769
Revenue from variable payments not previously included in the measurement of the lease receivable	10,623,252	9,833,796

The Authority has issued General Airport Revenue Bonds whose repayments are secured by the overall net revenue derived by airport operations. Although none of the Authority's leases are directly pledged as security for these bond repayments, lease revenue is a component of net revenue. See Note 5 for more information regarding outstanding bonds.

Most 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, they are long term in nature and expire in less than 10 years.

(Continued)

NOTE 6 - LEASES (Continued)

Future principal and interest payment requirements related to the Authority's lease receivable at December 31, 2025 are as follows:

Years Ending December 31,	Principal	Interest
2026	$ 1,377,235	$ 415,685
2027	1,022,584	364,881
2028	765,883	332,881
2029	741,279	301,817
2030	593,997	276,080
2031-2035	198,103	1,302,871
2036-2040	360,967	1,234,076
2041-2045	586,981	1,117,114
2046-2050	896,745	933,772
2051-2055	1,317,128	659,946
2056-2060	1,830,803	264,457
2061-2065	131,642	1,373
	$ 9,823,347	$ 7,204,954

Regulated Leases: The Authority is party to certain regulated leases, as defined by GASB 87. The leased assets include land that the lessee uses for hangar construction and use, FBO operations, cargo facilities, hangars, terminal space, and other building facilities.

In accordance with GASB 87, the Authority does not recognize a lease receivable and a deferred inflow of resources for regulated leases. Regulated leases are certain leases that are subject to external laws, regulations, or legal rulings (e.g., the U.S. Department of Transportation and the Federal Aviation Administration, regulated aviation leases between airports and air carriers and other aeronautical users, and local regulations for fire and other).

The Authority has certain airline leases that are regulated by the FAA. However, they are not included within the following disclosures, as these leases have been extended for one year and are considered short term based on the qualifications of GASB 87.

During the years ended December 31, 2025 and 2024, the Authority recognized the following related to its regulated lease agreements:

	2025	2024
Lease revenue	$ 6,061,545	$ 5,526,244
Revenue from variable payments not included in the schedule of expected future minimum payments	1,065,010	732,311

(Continued)

NOTE 6 - LEASES (Continued)

Future expected minimum payments related to the Authority's regulated leases at December 31, 2025 are as follows:

Years Ending December 31,	Future Amounts
2026	$ 5,434,713
2027	5,404,913
2028	5,328,027
2029	4,384,139
2030	2,691,977
2031-2035	12,701,073
2036-2040	11,693,941
2041-2045	9,596,282
2046-2050	4,360,371
2051-2055	4,257,433
2056-2060	4,073,517
2061-2065	1,021,314
	$ 70,947,697

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. About 25 percent of all regulated leases expire in 5 years or less, the remaining have terms that vary from 5 to 40 years in length.

NOTE 7 - RISK MANAGEMENT

The Authority is exposed to various risks of loss during the normal course of operations. The Authority participates in the County's self-insurance program for property insurance. The cost of coverage is recognized as an operating expense in the year incurred. The Authority also purchases commercial insurance for catastrophic loss claims. No liability is recorded at December 31, 2025 and 2024 for outstanding claims or for any potential claims incurred but not reported as of that date.

The Michigan Municipal Risk Management Authority (MMRMA) risk pool program operates as a claims servicing pool for amounts up to member retention limits and as a common risk-sharing management program for losses in excess of member retention amounts. Although premiums are paid annually to MMRMA that it uses to pay claims up to the retention limits, the ultimate liability for those claims remains with the Authority. Settled claims have not exceeded available coverage for any of the last three years. There was no estimated claims liability at December 31, 2025 and 2024, and there were no claim payments for the years then ended.

(Continued)

NOTE 7 - RISK MANAGEMENT (Continued)

In March 2018, the Gerald R. Ford International Airport Authority was approached by the Michigan Department of Environmental Quality (MDEQ) Remediation and Redevelopment Division, Grand Rapids District Office, regarding historical use of firefighting foam. In response, the Authority began a stepwise approach to further understand the use of aqueous film-forming foam (AFFF) at the airport. Use is generally summarized as follows from our April 13, 2018 response to the MDEQ: "Firefighting materials at the airport (and all U.S. commercial airports) are specified and regulated by the Federal Aviation Administration. The military specification (Mil-Spec) specifying which aqueous film-forming foam is permitted to be used pursuant to FAA regulations has changed over time. The latest Mil-Spec from September 2016 requires AFFF formulations, and the immediately prior formulation contained some form of per- and polyfluoroalkyl substances (PFAS)." There are three main scenarios in which AFFF may be used at an airport: training, equipment testing, and to extinguish fuel-fed fires. The Authority has utilized best practices to meet FAA regulations in all of these use scenarios. Following the April 2018 letter, the Authority fostered a collaborative effort with regulatory agencies, including the Michigan Department of Environment, Great Lakes, and Energy (EGLE - formerly the MDEQ), Michigan Department of Health and Human Services, and the Kent County Health Department and conducted numerous water and soil tests in the vicinity of a former on-site firefighter training area. Investigation and mitigation efforts continued through 2025, including initiation and continuation of three distinct pilot programs to field test potential remedial solutions, which are not yet widely available in the market. Potential violations of state requirements remain under question. Part 201 violations have been documented by the Michigan Department of Environment, Great Lakes, and Energy and are under review.

NOTE 8 - PENSION PLAN

Plan Description: The Authority participates in the Municipal Employees' Retirement System of Michigan (MERS), an agent multiple-employer plan. MERS was established as a statewide public employee pension plan by the Michigan Legislature under PA 135 of 1945 and is administered by a nine-member retirement board. MERS issues a publicly available financial report, which included financial statements and required supplementary information of this defined benefit plan. This report can be obtained at www.mersofmich.com or in writing to MERS at 1134 Municipal Way, Lansing, MI 48917.

Benefits Provided: MERS provides certain retirement, disability, annual cost of living adjustments, and death benefits to plan members and beneficiaries. PA 427 of 1984, as amended, established and amended the benefit provisions of the participants in MERS.

Pension benefits vary based on date of hire. Employees with a hire date prior to July 1, 2016 who transferred employment from the County participate in a defined benefit plan. Service credit for employment as a county employee was retained. Benefit payments are calculated as final average compensation (based on a 3-year period) and a multiplier of 2.5 percent. Participants are considered to be fully vested in the plan after 5 years. Normal retirement age is 60 with 5 or more years of service or any age with 25 or more years of service. Early retirement options are available at age 55 with a reduced benefit.

Employees hired on or after July 1, 2016 participate in a hybrid plan, with the exception of nonunion members hired on or after January 1, 2019, who participate only in a defined contribution plan (see Note 11). Benefit payments under the hybrid plan are calculated as final average compensation (based on a 3-year period) and a multiplier of 1.5 percent. Participants are considered to be fully vested in the plan after 6 years. Employer defined contribution payments vest on a graded scale over 6 years. Employee contributions vest immediately. Normal retirement age is 60 with 6 years of service, with an early retirement option available at age 55 with 25 years of service.

(Continued)

NOTE 8 - PENSION PLAN (Continued)

Employees Covered by Benefit Terms:

The following members were covered by the benefit terms:

Date of member count	December 31, 2024
Inactive plan members or beneficiaries currently receiving benefits	38
Inactive plan members entitled to but not yet receiving benefits	15
Active plan members	60
Total employees covered by the plan	113

Contributions: Article 9, Section 24 of the State of Michigan constitution requires that financial benefits arising on account of employee service rendered in each year be funded during that year. Accordingly, MERS retains an independent actuary to determine the annual contribution. The employer is required to contribute amounts at least equal to the actuarially determined rate, as established by the MERS retirement board. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by plan members during the year, with an additional amount to finance any unfunded accrued liability. The employer may establish contribution rates to be paid by its covered employees.

For the years ended December 31, 2025 and 2024, employee contributions to the closed defined benefit plan are expressed as a percentage of covered payroll and amount to 6.50 percent of covered payroll. For the years ended December 31, 2025 and 2024, employer contributions to the hybrid plan are expressed as a percentage of covered payroll and amount to 8.62 and 7.72 percent, respectively, of covered payroll.

Net Pension Asset: The Authority has chosen to use its December 31 fiscal year end as its measurement date for the net pension asset.

The December 31, 2025 fiscal year end reported net pension asset was determined using a measure of the total pension liability and the plan net position as of the December 31, 2025 measurement date. The December 31, 2025 total pension liability was determined by an actuarial valuation performed as of December 31, 2024, which used update procedures to roll forward the estimated liability to December 31, 2025.

The December 31, 2024 fiscal year end reported net pension asset was determined using a measure of the total pension liability and the plan net position as of the December 31, 2024 measurement date. The December 31, 2024 total pension liability was determined by an actuarial valuation performed as of December 31, 2023, which used update procedures to roll forward the estimated liability to December 31, 2024.

(Continued)

NOTE 8 - PENSION PLAN (Continued)

Changes in the net pension asset during the measurement year were as follows:

	Increase (Decrease)		
Changes in Net Pension Asset	Total Pension Liability	Plan Net Position	Net Pension Asset
Balance at December 31, 2024	$ 33,194,628	$ 33,908,500	$ (713,872)
Changes for the year:			
Service cost	649,425	-	649,425
Interest	2,354,903	-	2,354,903
Differences between expected and actual experience	767,316	-	767,316
Changes in assumptions	(34,967)	-	(34,967)
Contributions - employer	-	424,396	(424,396)
Contributions - employee	-	151,957	(151,957)
Net investment income	-	5,210,289	(5,210,289)
Benefit payments	(1,442,490)	(1,442,490)	-
Administrative expenses	-	(68,500)	68,500
Miscellaneous other charges	(9,038)	-	(9,038)
Net changes	2,285,149	4,275,652	(1,990,503)
Balance at December 31, 2025	$ 35,479,777	$ 38,184,152	$ (2,704,375)

The plan's fiduciary net position represents 107.6 percent of the total pension liability at December 31, 2025.

Changes in the net pension asset during the prior measurement year were as follows:

	Increase (Decrease)		
Changes in Net Pension Asset	Total Pension Liability	Plan Net Position	Net Pension Asset
Balance at December 31, 2023	$ 30,743,079	$ 32,233,383	$ (1,490,304)
Changes for the year:			
Service cost	658,586	-	658,586
Interest	2,184,305	-	2,184,305
Differences between expected and actual experience	646,300	-	646,300
Changes in assumptions	283,117	-	283,117
Contributions - employer	-	464,834	(464,834)
Contributions - employee	-	176,963	(176,963)
Net investment income	-	2,405,382	(2,405,382)
Benefit payments	(1,300,589)	(1,300,589)	-
Administrative expenses	-	(71,473)	71,473
Miscellaneous other charges	(20,170)	-	(20,170)
Net changes	2,451,549	1,675,117	776,432
Balance at December 31, 2024	$ 33,194,628	$ 33,908,500	$ (713,872)

(Continued)

NOTE 8 - PENSION PLAN (Continued)

The plan's fiduciary net position represents 102.2 percent of the total pension liability at December 31, 2024.

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions:

For the years ended December 31, 2025 and 2024, the Authority recognized pension expense of $1,740,015 and $1,863,898, respectively.

At December 31, 2025 and 2024, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	2025		2024	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	$ 843,092	$ 27,973	$ 1,615,454	$ 69,748
Changes in assumptions	1,576,787	-	1,369,872	-
Net difference between projected and actual earnings on pension plan investments	-	1,596,310	1,186,140	-
Total	$ 2,419,879	$ 1,624,283	$ 4,171,466	$ 69,748

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

Years Ending December 31,	Amounts
2026	$ 1,582,069
2027	(118,163)
2028	(252,938)
2029	(415,372)
	$ 795,596

Actuarial Assumptions: The total pension liability in the December 31, 2024 actuarial valuation was determined using an inflation assumption of 2.50 percent, assumed salary increases (including inflation) of 3.00 percent, an investment rate of return (net of investment expenses) of 7.18 percent, and a version of Pub-2010 mortality tables with future mortality improvements using scale MP-2019 applied fully generationally.

The actuarial assumptions used in the December 31, 2024 actuarial valuation date valuation were based on the results of an actuarial experience study for the period from January 1, 2019 through December 31, 2023.

NOTE 8 - PENSION PLAN (Continued)

Discount Rate: The discount rate used to measure the total pension liability was 7.18 percent. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that authority contributions will be made at rates equal to the difference between actuarially determined contribution rates and the employee rate.

Projected Cash Flows: 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 active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Investment Rate of Return: The long-term expected rate of return on pension plan investments was determined using a model in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) 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 and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return as of the December 31, 2025 measurement date for each major asset class are summarized in the following tables:

Asset Class	Allocation	Long-Term Expected Real Rate of Return
Global equity	60%	4.50%
Global fixed income	20%	2.00%
Private investments	20%	7.00%

Sensitivity of the Net Pension Asset to Changes in the Discount Rate: The following presents the net pension asset of the Authority, calculated using the discount rate of 7.18 percent, as well as what the Authority's net pension liability (asset) would be if it were calculated using a discount rate that is 1 percentage point lower or 1 percentage point higher than the current rate:

	1% Decrease in Discount Rate (6.18%)	Current Discount Rate (7.18%)	1% Increase in Discount Rate (8.18%)
Net pension liability (asset) of the plan	$ 4,696,649	$ (2,704,375)	$ (3,901,211)

Pension Plan Fiduciary Net Position: Detailed information about the plan's fiduciary net position is available in the separately issued financial report. For the purpose of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the plan's fiduciary net position and additions to/deductions from fiduciary net position have been determined on the same basis as they are reported by the plan. The plan uses the economic resources measurement focus and the full accrual basis of accounting. Investments are stated at fair value. Contribution revenue is recorded as contributions are due, pursuant to legal requirements. Benefit payments and refunds of employee contributions are recognized as expense when due and payable in accordance with the benefit terms.

Assumption Changes: From the time of the last measurement date at December 31, 2023 to 2024, the actuary decreased the discount rate from 7.25 percent to 7.18 percent.

(Continued)

NOTE 9 - HEALTH CARE SAVINGS PLAN

The Authority sponsors a defined contribution health care savings plan (HCSP) for employees. The HCSP allows for employee and employer contributions while employed to be used toward eligible medical expenses upon retirement. Employees contribute at a rate of 1 percent of covered payroll. The Authority supplements employee contributions with an annual contribution between $3,000 and $4,000 (tiered, based on tenure). These contributions are paid on a quarterly basis. Employee contributions are vested immediately. Authority contributions are vested on a graded scale over six years. For the years ended December 31, 2025 and 2024, the Authority contributed $420,914 and $409,907, respectively, and employees contributed $128,238 and $115,312, respectively, to the HCSP.

Employees hired before July 1, 2016 were previously part of the Kent County Voluntary Employees' Beneficiary Association (VEBA), a defined benefit other postemployment benefits plan. Upon transferring to the Authority, these employees are no longer eligible under the VEBA. Accordingly, the Authority provided these employees with a contribution to their new HCSP account for prior service credit under the County. The total of contributions due for prior service credit was $2,497,500, of which $1,458,387 was contributed in the six months ended December 31, 2016 ($436,193 from the Authority's share of VEBA assets plus a cash contribution of $1,022,194). The payment of $1,039,133 to fully fund the HCSP for prior service credit was made in March 2017.

NOTE 10 - DEFERRED COMPENSATION PLAN

The Authority offers a supplemental retirement program in accordance with Section 457 of the Internal Revenue Code (IRC) that will provide for payments on retirement, as well as death benefits in the event of death prior to retirement. The benefits of plan assets are held in trust for the exclusive benefit of participants and their beneficiaries and are managed by these individuals. As such, these amounts have not been included in the accompanying financial statements. The Authority contributed $68,453 and $63,573, and employees contributed $230,146 and $236,722 to the deferred compensation plan for the years ended December 31, 2025 and 2024, respectively.

NOTE 11 - DEFINED CONTRIBUTION PLAN

The Authority sponsors a 401(a) plan for those employees hired on or after July 1, 2016. Those employees who participate in the hybrid plan (see Note 8) have the defined contribution portion of their plan held here. Nonunion employees hired on or after January 1, 2019 participate only in the defined contribution plan. Participants are considered to be fully vested in the plan after six years. Employer-defined contribution payments vest on a graded scale over six years. Employee contributions vest immediately. The hybrid plan requires those employees in the plan to contribute 6.5 percent of covered payroll and provides for the Authority to make a required 2.0 percent contribution of covered payroll. The direct compensation plan requires those employees in the plan to contribute 6.5 percent of covered payroll and provides for the Authority to make a required 8.5 percent contribution of covered payroll. The Authority contributed $664,376 and $537,737, and the employees contributed $660,116 and $563,786 to the defined contribution plan for the years ended December 31, 2025 and 2024, respectively.

NOTE 12 - CONCENTRATED CREDIT RISK

During the years ended December 31, 2025 and 2024, the Authority provided gate access to 16 passenger airlines, 2 all-cargo airlines, and 1 charter. Additional revenue is earned through parking lot fees, lease arrangements with various rental car agencies and concessionaires, and leasing of airport land and buildings. The Authority's primary exposure to credit risk is in lease and trade receivables, and management performs ongoing credit evaluations of the major tenants.

REQUIRED SUPPLEMENTARY INFORMATION

GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY
SCHEDULE OF CHANGES IN THE NET PENSION ASSET AND RELATED RATIOS
MERS AGENT MULTIPLE-EMPLOYER DEFINED BENEFIT PENSION PLAN
Year Ended December 31, 2025

	Fiscal Year									
	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016*
Total pension liability										
Service cost	$ 649,425	$ 658,586	$ 659,485	$ 637,470	$ 655,857	$ 806,317	$ 814,000	$ 835,093	$ 829,449	$ 756,113
Interest	2,354,903	2,184,305	2,053,270	1,851,037	1,711,977	1,474,548	1,458,967	1,314,122	1,144,760	29,228
Changes in benefit terms		-	-	-	-	-	28,311	-	-	
Differences between expected and actual experience	767,316	646,300	685,408	163,398	1,276,417	236,522	(488,237)	899,368	675,040	-
Changes in assumptions	(34,967)	283,117	-	1,218,392	523,947	1,258,367	-	-	-	-
Benefit payments	(1,442,490)	(1,300,589)	(1,225,885)	(1,145,892)	(1,073,304)	(753,882)	(330,143)	(205,774)	(121,103)	(25,404)
Other changes	(9,038)	(20,170)	(33,361)	94,008	(43,884)	337,139	(102,333)	(966,603)	(27,001)	12,857,875
Net change in total pension liability	2,285,149	2,451,549	2,138,917	2,818,413	3,051,010	3,359,011	1,380,565	1,876,206	2,501,145	13,617,812
Total pension liability - beginning of year	33,194,628	30,743,079	28,604,162	25,785,749	22,734,739	19,375,728	17,995,163	16,118,957	13,617,812	-
Total pension liability - end of year	$35,479,777	$33,194,628	$30,743,079	$28,604,162	$25,785,749	$22,734,739	$19,375,728	$17,995,163	$16,118,957	$13,617,812
Plan fiduciary net position										
Contributions - employer	$ 424,396	$ 464,834	$ 328,530	$ 398,705	$ 322,812	$ 382,018	$ 270,677	$ 325,207	$ 470,266	$16,038,027
Contributions - member	151,957	176,963	180,323	248,566	165,719	213,923	258,155	354,221	417,953	3,529,014
Net investment income (loss)	5,210,289	2,405,382	3,289,946	(3,503,307)	4,247,101	3,506,368	3,233,939	(980,257)	2,798,042	1,020,983
Administrative expenses	(68,500)	(71,473)	(69,814)	(62,379)	(48,728)	(54,679)	(55,759)	(47,669)	(44,137)	(18,996)
Benefit payments	(1,442,490)	(1,300,589)	(1,225,885)	(1,145,892)	(1,073,304)	(753,882)	(330,143)	(205,774)	(121,103)	(25,404)
Net change in plan fiduciary net position	4,275,652	1,675,117	2,503,100	(4,064,307)	3,613,600	3,293,748	3,376,869	(554,272)	3,521,021	20,543,624
Plan fiduciary net position - beginning of year	33,908,500	32,233,383	29,730,283	33,794,590	30,180,990	26,887,242	23,510,373	24,064,645	20,543,624	-
Plan fiduciary net position - end of year	$38,184,152	$33,908,500	$32,233,383	$29,730,283	$33,794,590	$30,180,990	$26,887,242	$23,510,373	$24,064,645	$20,543,624
Authority's net pension asset - ending	$ (2,704,375)	$ (713,872)	$ (1,490,304)	$ (1,126,121)	$ (8,008,841)	$ (7,446,251)	$ (7,511,514)	$ (5,515,210)	$ (7,945,688)	$ (6,925,812)
Plan fiduciary net position as a percentage of total pension liability	107.62%	102.15%	104.85%	103.94%	131.06%	132.75%	138.77%	130.65%	149.29%	150.86%
Covered payroll	$ 5,601,782	$ 5,621,781	$ 5,562,769	$ 5,860,127	$ 5,884,728	$ 7,044,221	$ 6,748,311	$ 6,721,352	$ 6,721,352	$ 5,635,428
Authority's net pension asset as a percentage of covered payroll	-48.28%	-12.70%	-26.79%	-19.22%	-136.10%	-105.71%	-111.31%	-82.06%	-118.22%	-122.90%

*The Authority enrolled in this defined benefit pension plan in 2016. The Authority's beginning total pension liability in 2016 was recorded in the other changes section of the schedule above. This schedule is being built prospectively. Ultimately, 10 years of data will be presented.

See note to required supplementary information.

GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY
SCHEDULE OF PENSION CONTRIBUTIONS
MERS AGENT MULTIPLE-EMPLOYER DEFINED BENEFIT PENSION PLAN
Year Ended December 31, 2025

	Fiscal Year									
	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016*
Actuarially determined contribution	$ 298,248	$ 237,024	$ 250,692	$ 230,580	$ 322,812	$ 288,228	$ 258,960	$ 146,856	$ 169,775	$15,881,370
Contributions in relation to the actuarially determined contribution	424,396	464,834	328,530	398,705	322,812	382,018	270,677	325,207	470,266	16,038,027
Contribution excess	$ (126,148)	$ (227,810)	$ (77,838)	$ (168,125)	$ -	$ (93,790)	$ (11,717)	$ (178,351)	$ (300,491)	$ (156,657)
Covered payroll	$ 5,601,782	$ 5,621,781	$ 5,562,769	$ 5,860,127	$ 5,884,728	$ 7,044,221	$ 6,748,311	$ 6,721,352	$ 6,721,352	$ 5,635,428
Contributions as a percentage of covered payroll	7.58%	8.27%	5.91%	6.80%	5.49%	5.42%	4.01%	4.84%	7.00%	284.59%

*The Authority enrolled in this defined benefit pension plan in 2016. This schedule is being built prospectively. Ultimately, 10 years of data will be presented.

Notes to Schedule of Pension Contributions

Actuarial valuation information relative to the determination of contributions:

Valuation date:	Actuarially determined contribution rates are calculated as of December 31, two years prior to the end of the fiscal year in which the contributions are reported. Contributions for the Authority's fiscal year ended December 31, 2025 were determined based on the actuarial valuation as of December 31, 2023. The most recent valuation is as of December 31, 2024.

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Entry age
Amortization method	Level percent of payroll, open
Remaining amortization period	10 years (15 years for the hybrid)
Asset valuation method	10 years smoothed
Inflation	2.50%
Salary increase	3.00%
Investment rate of return	7.18% - Net of pension plan investment expenses, including inflation
Retirement age	Age-based table of rates that are specific to the type of eligibility condition
Mortality	MP-2019 applied fully generationally from the Pub-2010 base year of 2010

See note to required supplementary information.

NOTE 1 - PENSION INFORMATION - CHANGES IN ASSUMPTIONS

Changes in assumptions in 2016 reflect the effects of the following changes in assumptions from fiscal year 2015 to fiscal year 2016: (a) inflation decreased from 3.00 percent to 2.50 percent; (b) salary increase ranges changed from 4.50 to 8.30 percent to 3.75 to 14.75 percent, including inflation; and (c) mortality rates were updated from the RP-2000 Combined Healthy Life Mortality Table to various RP-2014 mortality tables.

Changes in assumptions in 2020 reflect the effects of the following changes in assumptions from fiscal year 2019 to fiscal year 2020: (a) assumed annual rate of return and discount rate were updated from 8.00 percent down to 7.60 percent, (b) assumed salary increases were decreased from a range of 3.75 to 14.75 percent to a range of 3.00 to 14.00 percent, and (c) the assumed rate of wage inflation decreased from 3.75 to 3.00 percent.

Changes in assumptions in 2021 reflect the effects of the following changes in assumptions from fiscal year 2020 to fiscal year 2021: (a) assumed salary increases were decreased from a range of 3.00 to 14.00 percent to a range of 3.00 to 9.70 percent; (b) the mortality rates were updated from various RP-2014 mortality tables to various Pub-2010 mortality tables; (c) the FAC load assumption increased to reflect FAC loads of 1 to 15 percent, up from 0 to 12 percent; and (d) withdrawal rates and retirement rates were updated to incorporate separate public safety and general withdrawal rates.

Changes in assumptions in 2022 reflect the effects of the following changes in assumptions from fiscal year 2021 to fiscal year 2022: (a) assumed annual rate of return and discount rate were updated from 7.60 percent down to 7.25 percent and (b) the MERS Retirement Board adopted a dedicated gains policy that automatically adjusts the assumed rate of investment return by using excess asset gains to mitigate large increases in required contributions to the plan.

Changes in assumptions in 2024 reflect the effects of the following change in assumptions from fiscal year 2023 to fiscal year 2024: assumed annual rate of return and discount rate were updated from 7.25 percent down to 7.18 percent.

STATISTICAL SECTION

The objective of the statistical section is to provide financial statement users with additional historical perspective, context and detail to assist in using the information in the financial statements, notes to financial statements and required supplementary information to understand and assess a governmental unit's economic condition.

The statistical section information is presented in the following categories:

Through June 30, 2016, the Gerald R. Ford International Airport was reported as an enterprise fund of Kent County, Michigan. Effective July 1, 2016, operations (which were substantially unchanged) were transferred to a newly-created Authority. Since this change was in legal name only, the Airport has presented a full year of data for all years included in the Statistical Section.

GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY
SCHEDULE A
NET POSITION AND CHANGES IN NET POSITION
December 31, 2025

	December 31,									
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating revenues										
Airfield	$ 10,889	$ 11,695	$ 13,090	$ 13,935	$ 11,011	$ 13,781	$ 16,900	$ 18,689	$ 22,251	$ 23,355
Terminal	7,475	7,776	8,723	9,644	5,597	9,137	8,307	13,031	17,693	18,895
Ground transportation	20,598	21,568	26,175	32,332	15,717	26,132	33,818	42,857	46,808	47,650
Other	756	792	1,187	820	934	980	835	848	689	476
Total operating revenues	39,718	41,831	49,175	56,731	33,259	50,030	59,860	75,425	87,441	90,376
Operating expenses										
Salaries and fringes	5,729	9,590	9,656	11,245	11,014	11,276	14,403	16,273	18,625	19,759
Services and supplies	13,395	13,444	15,695	17,274	14,735	18,087	23,526	27,777	31,707	35,234
Depreciation	18,288	18,907	19,608	20,522	21,937	23,288	23,532	25,776	28,535	29,874
Total operating expenses	37,412	41,941	44,959	49,041	47,686	52,651	61,461	69,826	78,867	84,867
Operating income (loss)	2,306	(110)	4,216	7,690	(14,427)	(2,621)	(1,601)	5,599	8,574	5,509
Nonoperating revenue (expenses)										
Interest income	$ 233	$ 126	$ 241	$ 514	166	648	1,597	10,365	12,305	8,592
Interest expense	(6,873)	(6,505)	(6,299)	(5,837)	(5,418)	(5,556)	(8,962)	(15,728)	(17,255)	(20,254)
Passenger facility charges	5,424	5,786	6,886	7,372	3,428	6,243	7,069	7,760	8,338	8,572
Customer facility charges	2,016	2,152	2,383	2,631	1,302	1,772	3,739	4,945	8,683	9,193
Federal Aid (CARES/CRSSAA/ARPA)	-	-	-	-	16,261	5,509	10,715	5,129	-	-
Other	58	1	(130)	45	22	87	14	41	102	57
Total nonoperating revenue (expenses)	858	1,560	3,081	4,725	15,761	8,703	14,172	12,512	12,173	6,160
Income (loss) before capital contributions	3,164	1,450	7,297	12,415	1,334	6,082	12,571	18,111	20,747	11,669
Capital contributions	6,495	7,212	20,644	18,702	18,705	12,372	4,972	18,125	15,566	9,697
Special item	(21,184)	-	-	-	-	-	-	-	-	-
Change in net position	$ (11,525)	$ 8,662	$ 27,941	$ 31,117	$ 20,039	$ 18,454	$ 17,543	$ 36,236	$ 36,313	$ 21,366

(Continued)

GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY
SCHEDULE A
NET POSITION AND CHANGES IN NET POSITION
December 31, 2025

	December 31,									
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Net position										
Invested in capital assets, net of related debt/net investment in capital assets	$ 152,970	$ 167,820	$ 189,170	$ 227,528	$ 246,334	$ 249,384	$ 245,508	$ 264,435	$ 300,796	$ 297,781
Restricted for:										
Debt service	11,511	15,814	11,230	11,299	11,776	10,052	10,581	18,462	17,349	12,473
Capital improvements	23,027	8,748	15,055	7,442	8,542	12,900	20,072	29,580	44,002	47,168
Pension Benefits	6,734	7,492	8,375	8,367	8,237	8,582	1,126	1,490	714	2,704
Unrestricted	13,133	16,163	20,148	20,460	20,247	32,671	53,845	53,400	40,818	64,920
Total net position	$ 207,375	$ 216,037	$ 243,978	$ 275,096	$ 295,136	$ 313,589	$ 331,132	$ 367,367	$ 403,679	$ 425,046

GASB Statement No. 68 was implemented for the year ended December 31, 2015. This resulted in presentation of the Authority's net pension liability on the statement of net position. Prior years were not restated.

GASB Statement No. 87 was implemented for the year ended December 31, 2022. This resulted in presentation of the Authority's net lease receivable on the statement of net position. Comparative information for the year ended December 31, 2021 was restated. Data for years 2020 and prior were not restated retroactively.

GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY
SCHEDULE B
CHANGES IN CASH AND CASH EQUIVALENTS
Last Ten Fiscal Years
(dollars in thousands)

	December 31,									
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Cash flows from operating activities										
Receipts from customers and users	$ 38,976	$ 41,768	$ 48,895	$ 56,524	$ 33,106	$ 52,556	$ 57,798	$ 74,943	$ 86,906	$ 85,959
Cash paid to suppliers	(12,268)	(14,628)	(15,698)	(17,699)	(10,276)	(18,486)	(19,620)	(26,869)	(34,438)	(34,539)
Cash paid to employees	(10,673)	(10,234)	(10,553)	(11,241)	(10,817)	(13,969)	(14,894)	(15,352)	(17,722)	(19,840)
Net cash provided by operating activities	16,035	16,906	22,644	27,584	12,013	20,101	23,284	32,722	34,746	31,580
Non-Capital financing activities										
Operating grant funding received	-	-	-	-	13,730	2,531	5,509	13,930	-	-
Capital and related financing activities										
Passenger facility charges collected	5,383	5,627	6,686	7,251	4,057	5,739	7,050	7,649	8,195	8,588
Customer facility charges collected	2,010	2,146	2,358	2,616	1,410	1,717	3,578	4,914	8,154	9,447
Capital contributions received	11,488	3,975	25,683	16,494	19,231	2,029	12,994	11,851	25,043	4,352
Proceeds from sale of capital assets	118	26	173	105	75	134	14	41	102	58
Net proceeds from sale of bonds	-	-	12,725	-	-	139,505	-	159,390	99,817	77,193
Cash transferred to escrow for defeased bon	-	-	-	-	-	-	-	-	-	(75,555)
Purchase of capital assets	(22,528)	(26,861)	(32,066)	(50,401)	(33,080)	(15,804)	(63,667)	(100,332)	(137,094)	(131,511)
Principal paid on revenue bonds	(6,870)	(7,255)	(21,560)	(7,735)	(7,795)	(28,600)	(8,795)	(9,295)	(9,635)	(9,980)
Interest and other bond expenses paid on						-				
revenue bonds	(7,768)	(7,478)	(6,445)	(6,503)	(6,361)	(6,113)	(7,515)	(10,436)	(20,125)	(20,164)
Net cash provided by (used in) capital and related financing activities	(18,167)	(29,820)	(12,446)	(38,173)	(22,463)	98,607	(56,341)	63,782	(25,543)	(137,572)
Cash flow from investing activities										
Purchase of investment securities	-	-	-	-	-	-	-	(14,084)	(9,342)	-
Interest received on investments	233	126	241	514	166	81	1,597	10,085	12,438	7,755
Proceeds from sale and maturities of investment securities	-	-	-	-	-	-	-	-	17,036	4,382
Net cash provided by (used in) investing activities	233	126	241	514	166	81	1,597	(3,999)	20,132	12,137
Net increase (decrease) in cash and cash equivalents	(1,899)	(12,788)	10,439	(10,075)	3,446	121,320	(25,951)	106,435	29,335	(93,855)
Cash and cash equivalents, beginning of year	54,165	52,266	39,478	49,917	39,842	43,288	164,608	138,657	245,092	274,427
Cash and cash equivalents, end of year	$ 52,266	$ 39,478	$ 49,917	$ 39,842	$ 43,288	$ 164,608	$ 138,657	$ 245,092	$ 274,427	$ 180,572

GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY
SCHEDULE C
PASSENGER ACTIVITY - ENPLANED PASSENGERS
Last Ten Fiscal Years

	December 31,										
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total 2025
Airline											
Allegiant Air	115,409	128,130	161,101	235,353	180,189	276,564	327,903	333,643	335,361	398,492	18.41%
American Airlines Inc.	-	149	47,017	62,278	41,622	78,448	171,408	225,214	336,250	334,006	15.43%
American Eagle (Air Wisconsin)	-	16,525	-	-	-	-	-	24,083	27,898	1,631	0.08%
American Eagle (Envoy)	106,093	112,343	103,457	105,537	53,014	76,053	75,215	49,126	44,804	53,277	2.46%
American Eagle (Piedmont)	-	8,699	21,146	12,240	5,811	41,519	10,568	19,092	26,820	20,287	0.94%
American Eagle (PSA)	44,082	45,122	53,850	100,392	58,848	29,996	42,109	44,136	38,957	40,133	1.85%
American Eagle (Republic)	-	-	18,568	12,988	15,146	53,814	11,589	27,483	23,470	17,535	0.81%
American Eagle (SkyWest)	1,058	42,409	22,413	39,788	23,076	26,464	15,253	859	-	22,249	1.03%
American Eagle (Trans States)	-	18,028	14,924	-	-	-	-	-	-	-	0.00%
Avelo Airlines	-	-	-	-	-	-	-	-	-	13,644	0.63%
Delta Airlines Inc.	376,802	434,084	411,039	433,908	156,899	238,710	422,259	421,194	395,298	317,378	14.66%
Delta Connection (Compass)	7,019	1,398	-	-	-	-	-	-	-	-	0.00%
Delta Connection (Endeavor)	42,750	22,904	60,286	62,552	41,837	76,049	43,023	75,749	57,209	74,145	3.43%
Delta Connection (Express Jet)	26,463	27,971	10,823	-	-	-	-	-	-	-	0.00%
Delta Connection (GoJet)	22,499	11,294	27,850	13,007	531	-	-	-	-	-	0.00%
Delta Connection (Republic)	-	7,151	10,912	28,701	6,182	-	-	-	10,032	37,623	1.74%
Delta Connection (Shuttle America)	4,232	-	-	-	-	-	-	-	-	-	0.00%
Delta Connection (Skyw est)	42,521	28,665	65,105	85,824	23,798	76,018	58,934	36,974	80,952	110,312	5.10%
Frontier Airlines	-	4,048	71,777	99,279	40,658	68,741	97,397	93,553	105,605	83,360	3.85%
Southw est	245,711	247,128	237,766	213,111	128,330	212,987	194,930	229,975	256,038	269,915	12.47%
Sun Country	-	-	-	-	-	-	-	-	3,827	6,732	0.31%
United Airlines Inc.	42,580	91,641	99,421	109,852	22,908	108,194	154,339	228,706	195,330	202,213	9.34%
United Express (Air Wisconsin)	-	1,586	32,213	30,666	3,920	28,109	21,591	8,476	-	-	0.00%
United Express (Commutair)	-	16,439	20,471	21,293	3,549	823	49	-	-	-	0.00%
United Express (Express Jet)	66,898	48,176	38,227	26,818	3,142	-	-	-	-	-	0.00%
United Express (Go Jet)	34,998	12,103	16,537	20,425	21,876	15,758	11,577	6,931	12,122	17,461	0.81%
United Express (Mesa)	-	-	1,051	4,802	8,319	8,658	20,596	2,255	45	22,793	1.05%
United Express (Republic)	4,924	14,214	49,960	45,216	22,239	22,981	31,376	37,578	94,214	98,305	4.54%
United Express (Shuttle America)	10,963	-	-	-	-	-	-	-	-	-	0.00%
United Express (SkyWest)	24,971	40,949	37,378	23,320	24,789	27,771	33,417	36,947	48,810	20,375	0.94%
United Express (Trans States)	38,196	30,891	6,710	15,141	983	-	-	-	-	-	0.00%
US Airw ays Express (Air Wisconsin)	27,708	-	-	-	-	-	-	-	-	-	0.00%
US Airw ays Express (Mesa)	46,728	-	-	-	-	-	-	-	-	-	0.00%
Charters	1,351	1,263	1,017	1,867	1,258	705	2,107	2,724	2,025	2,836	0.13%
Total	1,333,956	1,413,310	1,641,019	1,804,358	888,924	1,468,362	1,745,640	1,904,698	2,095,067	2,164,702	100.00%

GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY
SCHEDULE D
PRINCIPAL REVENUE SOURCES AND REVENUES PER ENPLANED PASSENGER
Last Ten Fiscal Years
(dollars in thousands, except amounts per enplaned passenger)

	December 31,									
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Airline revenues										
Landing fees	$ 4,288	$ 4,595	$ 5,538	$ 6,038	$ 4,368	$ 6,136	$ 7,330	$ 8,024	$ 10,823	$ 10,732
Apron fees	2,573	2,924	3,164	3,307	1,909	2,584	3,558	4,250	5,113	5,598
Terminal rents	5,340	5,488	6,040	6,662	4,007	6,790	7,374	9,292	13,476	14,147
Total airline revenues	12,201	13,007	14,742	16,007	10,284	15,510	18,262	21,566	29,412	30,477
Percentage of total revenues	25.7%	26.1%	25.2%	23.8%	26.8%	26.4%	25.3%	21.9%	25.2%	26.1%
Nonairline revenues										
Parking	16,690	17,553	21,712	27,104	12,834	21,251	28,085	36,783	40,270	40,869
Rental car	4,219	4,348	4,799	5,131	3,084	5,077	6,146	6,514	6,680	6,917
Other	6,608	6,923	7,922	8,489	7,057	8,192	7,367	10,562	11,079	12,113
Total nonairline revenues	27,517	28,824	34,433	40,724	22,975	34,520	41,598	53,859	58,029	59,899
Percentage of total revenues	58.0%	57.8%	58.8%	60.5%	59.9%	58.7%	57.6%	54.7%	49.7%	51.3%
Nonoperating revenues										
Passenger facility charges	5,424	5,786	6,886	7,372	3,428	6,243	7,069	7,760	8,338	8,572
Interest	233	126	241	514	166	648	1,597	10,365	12,305	8,592
Other	2,074	2,153	2,253	2,676	1,532	1,859	3,753	4,986	8,785	9,250
Total nonoperating revenues	7,731	8,065	9,380	10,562	5,126	8,750	12,419	23,111	29,428	26,414
Percentage of total revenues	16.3%	16.2%	16.0%	15.7%	13.4%	14.9%	17.2%	23.5%	25.2%	22.6%
Total revenues	$ 47,449	$ 49,896	$ 58,555	$ 67,293	$ 38,385	$ 58,780	$ 72,279	$ 98,536	$ 116,869	$ 116,790
Enplaned passengers	1,333,956	1,413,310	1,641,019	1,804,358	888,924	1,468,362	1,745,640	1,904,698	2,095,067	2,164,702
Total revenue per enplaned passenger	$ 35.57	$ 35.30	$ 35.68	$ 37.29	$ 43.18	$ 40.03	$ 41.41	$ 51.73	$ 55.78	$ 53.95
Airline revenue per enplaned passenger	$ 9.15	$ 9.20	$ 8.98	$ 8.87	$ 11.57	$ 10.56	$ 10.46	$ 11.32	$ 14.04	$ 14.08
Revenue rates										
Landing fee (per 1,000 lbs MGLW)	$ 2.98	$ 2.84	$ 2.98	$ 2.97	$ 3.25	$ 3.59	$ 3.57	$ 3.87	$ 4.86	$ 5.11
Apron fee (per 1,000 lbs MGLW)	$ 1.79	$ 1.81	$ 1.70	$ 1.62	$ 1.63	$ 1.79	$ 1.84	$ 2.05	$ 2.43	$ 2.22
Annual terminal rental rate (per sq. ft.)	$ 48.25	$ 48.26	$ 49.87	$ 53.30	$ 60.36	$ 59.79	$ 53.46	$ 60.92	$ 72.08	$ 78.71

Notes: The Authority uses a compensatory (cost of services) methodology to calculate rates and charges. The revenue bases to which these rates are applied and their principal payers can be found in Schedule C. Operating agreements with signatory airlines are cancellable within thirty days.

MGLW = maximum gross landed weight.

GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY
SCHEDULE E
RATIOS OF OUTSTANDING DEBT, DEBT SERVICE, DEBT LIMITS & PLEDGED REVENUE COVERAGE
Last Ten Fiscal Years

	December 31,									
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Outstanding debt per enplaned passenger										
Outstanding debt by type (in thousands):										
Revenue bonds (General Airport Revenue Bonds)	$ 182,076	$ 173,491	$ 164,463	$ 155,479	$ 146,486	$ 256,134	$ 246,287	$ 395,330	$ 481,572	$ 470,709
Outstanding debt per enplaned passenger	$ 136.49	$ 122.76	$ 100.22	$ 86.17	$ 164.79	$ 174.44	$ 141.09	$ 207.56	$ 229.86	$ 217.45
Outstanding debt per capita for service area	$ 4.30	$ 3.98	$ 3.61	$ 3.24	$ 3.05	$ 4.94	$ 4.36	$ 6.73	$ 7.77	$ 7.29
Outstanding debt ratio for service area as a percentage of total personal income	0.31%	0.27%	0.25%	0.22%	0.21%	0.34%	0.29%	0.45%	0.52%	0.48%
Outstanding debt per capita for Kent County	$ 3.67	$ 3.35	$ 3.05	$ 2.90	$ 2.55	$ 4.14	$ 3.68	$ 5.59	$ 6.82	$ 6.40
Outstanding debt ratio for Kent County as a percentage of total personal income	0.61%	0.52%	0.48%	0.45%	0.39%	0.63%	0.56%	0.85%	1.03%	0.95%
Net revenues										
Revenues, net of capital contributions	$ 47,449	$ 49,896	$ 58,555	$ 58,764	$ 67,293	$ 58,780	$ 72,279	$ 98,536	$ 116,869	$ 116,790
Less: Interest on Bond Proceeds	-	-	-	-	-	-	699	7,233	8,932	5,217
Less: operating expenses, less depreciation	19,124	23,034	25,351	28,519	25,749	29,363	37,929	44,050	50,332	54,993
Total net revenues	$ 28,325	$ 26,862	$ 33,204	$ 30,245	$ 41,544	$ 29,417	$ 33,651	$ 47,253	$ 57,605	$ 56,580
Debt service										
Principal paid on revenue bonds	$ 6,870	$ 7,255	$ 21,560	$ 8,835	$ 7,795	$ 28,600	$ 8,265	$ 9,295	$ 9,635	$ 9,980
Interest expense on revenue bonds	7,768	7,478	6,445	6,236	6,361	6,113	7,515	10,436	20,125	20,164
Principal paid on notes payable	-	-	-	-	-	-	-	-	-	-
Interest expense on notes payable	-	-	-	-	-	-	-	-	-	-
Total debt service	$ 14,638	$ 14,733	$ 28,005	$ 15,071	$ 14,156	$ 34,713	$ 15,780	$ 19,731	$ 29,760	$ 30,144
Revenue bonds debt service coverage	1.94	1.82	1.19	2.01	2.93	0.85	2.13	2.39	1.94	1.88
Debt service per enplaned passenger	$ 10.97	$ 10.42	$ 17.07	$ 8.35	$ 15.92	$ 23.64	$ 9.04	$ 10.36	$ 14.20	$ 13.93

Debt limit information

For years prior to 2016, the airport was a component unit of the County of Kent, Michigan. No debt limit information is available for the airport individually because debt limits apply to the County as a whole.

GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY
SCHEDULE F
PRINCIPAL EMPLOYERS IN THE PRIMARY TRADE AREA
Calendar Years 2025 and 2016

Employer	County	Product or Service	Number of Employees 2025 [1]	Percentage of Total Employment	Number of Employees 2016	Percentage of Total Employment
Corewell Health	Kent	Healthcare	25,000	3.32%	22,000	3.03%
Trinity Health	Muskegon/Kent	Healthcare	8,500	1.13%	6,500	0.89%
Meritage Hospitality Group	Kent	Retail food	7,000	0.93%		0.00%
Gordon Food Services	Kent	Food services wholesaler	5,000	0.66%	2,544	0.35%
Meijer Inc.	Kent	Retail food and merchandise	5,000	0.66%	10,343	1.42%
Gentex Corporation	Ottawa	Manufacturing - auto parts	4,000	0.53%	3,900	0.54%
Miller Knoll	Ottawa	Office furniture	4,000	0.53%	3,621	0.50%
Farmers Insurance Group	Kent	Insurance	3,500	0.46%	2,700	0.37%
Perrigo Company	Kent	Manufacturing - pharmaceuticals	3,500	0.46%	3,800	0.52%
Steelcase Inc.	Kent	Office furniture	3,400	0.45%	3,500	0.48%
Grand Valley State University	Ottawa	Education	3,300	0.44%	3,306	0.45%
Magna	Kent/Newaygo	Manufacturing - auto parts	3,130	0.42%		0.00%
University of Michigan Health - West	Kent	Healthcare	3,000	0.40%	2,400	0.33%
Grand Rapids Public Schools	Kent	Education	2,800	0.37%	2,800	0.39%
Howmet	Muskegon	Manufacturing - aerospace	2,800	0.37%	2,350	0.32%
Amazon	Kent	Logistics	2,671	0.35%		0.00%
Lacks Enterprises Inc.	Kent	Manufacturing - auto parts	2,500	0.33%	2,900	0.40%
Mary Free Bed	Kent	Healthcare	2,500	0.33%		0.00%
SpartanNash	Kent	Retail food	2,500	0.33%	2,585	0.36%
TCF Bank	Kent	Finance	2,500	0.33%		0.00%
Ventra	Kent/Ionia	Manufacturing - auto parts	2,300	0.31%	2,013	0.28%
Hope Network Industries	Kent	Packaging	2,162	0.29%	2,000	0.28%
Roskam Baking	Kent	Food Processing	2,100	0.28%	1,342	0.18%
Amway Corporation	Kent	Personal and household products	2,000	0.27%	4,000	0.55%
Haworth Inc.	Ottawa	Manufacturing - furniture	2,000	0.27%	2,000	0.28%
Challenge Manufacturing	Kent/Ottawa	Manufacturing - metal stamping	1,800	0.24%	1,840	0.25%
Bradford White	Barry	Manufacturing - water heaters	1,700	0.23%		0.00%
Shape Corporation	Ottawa	Manufacturing - fabricated metal	1,700	0.23%	1,700	0.23%
Kent Intermediate School District	Kent	Education	1,600	0.21%		0.00%
YMCA of Greater Grand Rapids	Kent	Health & fitness	1,600	0.21%		0.00%
Priority Health	Kent	Healthcare	1,600	0.21%	2,250	0.31%
Lake Michigan Credit Union	Kent	Finance	1,400	0.19%		0.00%

(Continued)

GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY
SCHEDULE F
PRINCIPAL EMPLOYERS IN THE PRIMARY TRADE AREA
Calendar Years 2025 and 2016

Employer	County	Product or Service	Number of Employees 2025 [1]	Percentage of Total Employment	Number of Employees 2016	Percentage of Total Employment
Acrisure, LLC	Kent	Insurance	1,200	0.16%		0.00%
Fifth Third Bank	Kent	Finance	1,200	0.16%	2,278	0.31%
General Motors Components Holdings	Kent	Manufacturing - auto parts	1,200	0.16%		0.00%
JBS Packerland	Allegan	Agriculture	1,200	0.16%		0.00%
ADAC	Kent	Manufacturing - Plastics & Rubber	1,100	0.15%		0.00%
BISSELL Inc.	Kent	Manufacturing - home goods	1,000	0.13%		0.00%
Mercantile Bank	Newaygo	Finance	1,000	0.13%		0.00%
Tyson Foods	Ottawa	Food Processing	1,000	0.13%		0.00%
Yanfeng Global Automotive	Ottawa	Manufacturing - auto parts	1,000	0.13%		0.00%
Total employment			753,681		727,147	

Source: The Right Place Inc.

[1] Data as of May 2026, most current information available

GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY
SCHEDULE G
POPULATION IN THE PRIMARY TRADE AREA
Last Ten Fiscal Years

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Allegan County	111,408	116,447	114,145	115,250	116,143	117,104	119,418	120,189	120,913	123,188
Barry County	59,173	60,586	59,607	60,057	60,540	61,045	62,014	62,581	62,982	63,991
Ionia County	63,905	64,291	64,147	64,176	64,300	64,401	66,564	66,663	66,706	66,557
Kent County	602,622	648,594	636,376	643,140	648,121	652,617	654,958	657,321	658,844	675,232
Mecosta County	42,798	43,391	43,181	43,264	43,251	43,481	40,051	40,128	40,321	42,320
Montcalm County	63,342	63,550	62,956	63,209	63,413	63,516	66,430	66,901	67,174	69,406
Muskegon County	172,188	173,693	172,707	173,043	173,297	173,679	175,633	175,947	175,378	177,901
Ottawa County	263,801	286,383	280,243	284,034	286,558	289,162	293,713	296,183	298,614	308,459
	1,379,237	1,456,935	1,433,362	1,446,173	1,455,623	1,465,005	1,478,781	1,485,913	1,490,932	1,527,054
Per capita income	$ 42,386	$ 43,586	$ 45,589	$ 47,952	$ 48,027	$ 51,835	$ 56,517	$ 58,730	$ 61,998	$ 64,565
Total personal income (dollars in thousands)	$ 58,460,339	$ 63,501,969	$ 65,345,540	$ 69,346,888	$ 69,909,206	$ 75,938,534	$ 83,576,266	$ 87,267,670	$ 92,434,802	$ 98,594,242

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Employment information:										
Civilian labor force	755,219	760,020	733,509	744,132	700,592	757,908	767,477	800,411	799,738	792,396
Employed	727,147	730,625	691,961	707,807	707,807	667,470	738,699	773,044	766,316	753,681
Unemployed	28,072	29,395	41,548	36,325	33,122	35,968	28,778	27,367	33,422	38,715
Unemployment rate	3.7%	3.9%	5.7%	4.9%	4.7%	4.7%	3.7%	3.4%	4.2%	4.9%

Source: The Right Place Inc.

GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY
SCHEDULE H
FULL-TIME EQUIVALENT EMPLOYEES
Last Ten Fiscal Years

	December 31,									
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Administration	20	23	24	24	19	20	28	30	29	27
Maintenance	32	30	27	32	26	34	35	36	51	53
Parking	1	1	1	1	1	1	1	1	1	1
Firefighting	17	16	17	16	12	16	16	18	19	19
Public safety	32	34	34	35	31	36	36	43	45	46
Total	102	104	103	108	89	107	116	128	145	146
Enplaned passengers per employee	13,078	13,590	15,932	16,707	9,988	13,723	15,049	14,880	14,449	14,827
Operating revenues (in thousands)	$ 39,718	$ 41,831	$ 49,175	$ 56,731	$ 33,259	$ 50,030	$ 59,860	$ 75,425	$ 87,441	$ 90,376
Operating expenses (in thousands)	$ 37,412	$ 41,941	$ 44,959	$ 49,041	$ 47,686	$ 52,651	$ 61,461	$ 69,826	$ 78,867	$ 84,867
Salaries and fringes (in thousands)	$ 5,729	$ 9,590	$ 9,656	$ 11,245	$ 11,014	$ 11,276	$ 14,403	$ 16,273	$ 18,625	$ 19,759
Payroll percentage of operating revenues	14.4%	22.9%	19.6%	19.8%	33.1%	22.5%	24.1%	21.6%	21.3%	21.9%
Payroll percentage of operating expenses	15.3%	22.9%	21.5%	22.9%	23.1%	21.4%	23.4%	23.3%	23.6%	23.3%

GERALD R. FORD INTERNATIONAL AIRPORT AUTHORITY
SCHEDULE I
CAPITAL ASSET INFORMATION
Last Ten Fiscal Years

	December 31,									
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Runways										
8R/26L - East/West - 10,000 x 150 ft.										
8L/26R - East/West - 5,000 x 100 ft.										
17/35 - North/South - 8,500 x 150 ft.										
Total aircraft movements	81,558	82,432	84,023	84,538	58,170	74,876	74,356	76,567	80,469	80,849
Annual capacity	277,500	277,500	277,500	277,500	277,500	277,500	277,500	277,500	277,500	277,500
Runway utilization percentage	29.39%	29.71%	30.28%	30.46%	20.96%	26.98%	26.79%	27.59%	29.00%	29.13%
Terminal building										
Exclusive area leased (sq. ft)	65,718	85,531	89,766	91,037	93,830	96,677	132,677	135,719	135,719	123,197
Exclusive area available (sq. ft)	106,786	105,104	105,104	100,312	103,160	106,007	157,309	161,077	161,077	161,298
Terminal occupancy percentage	61.54%	81.38%	85.41%	90.75%	90.75%	90.96%	91.20%	84.34%	84.26%	76.38%
Enplanements	1,333,956	1,413,310	1,641,019	1,804,358	888,924	1,468,362	1,745,640	1,904,698	2,095,067	2,164,702
Planned capacity	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	2,600,000	2,600,000	2,600,000
Terminal utilization percentage	74.11%	78.52%	91.17%	100.24%	49.38%	81.58%	96.98%	73.26%	80.58%	83.26%
Parking areas										
Number of annual long-term exits (a)	318,451	289,527	331,119	381,709	157,518	265,428	316,065	385,165	401,541	408,960
Average long-term stay (days) (b)	4.0	4.6	4.2	4.5	5.2	5.3	5.2	6.6	5.3	4.6
Average annual long-term occupancy ((a*b)/365	3,490	3,649	3,810	4,685	2,235	3,854	4,503	6,965	5,831	5,154
Number of long-term spaces available	7,071	7,071	7,124	7,324	7,668	7,668	7,779	8,611	9,906	10,341
Average annual long-term occupancy rate	49.35%	51.60%	53.48%	63.97%	29.15%	50.26%	57.88%	80.88%	58.86%	49.84%